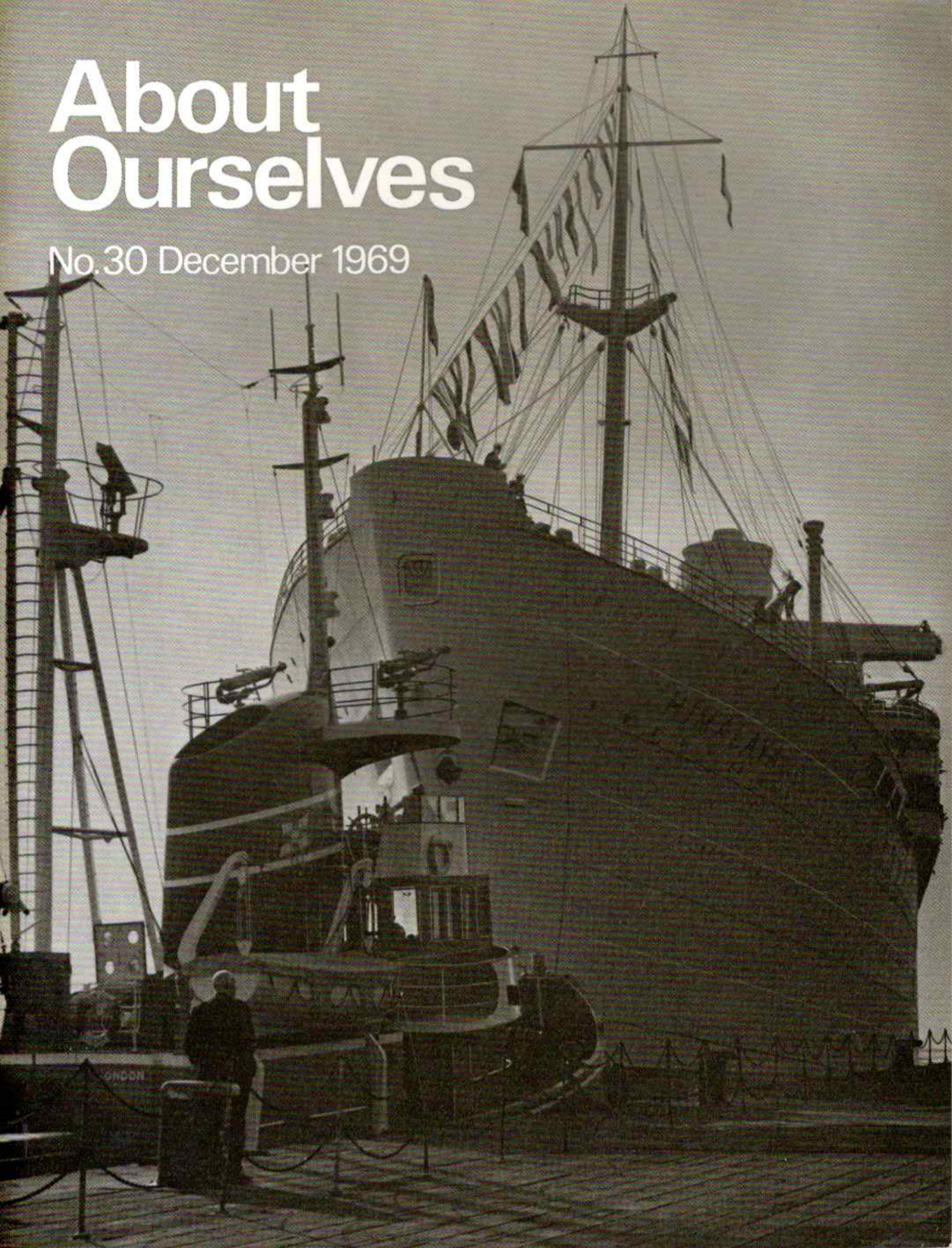
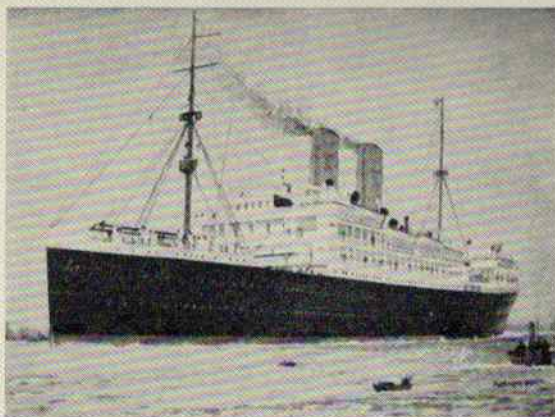


About Ourselves

No. 30 December 1969



Orcades (1 and 2)



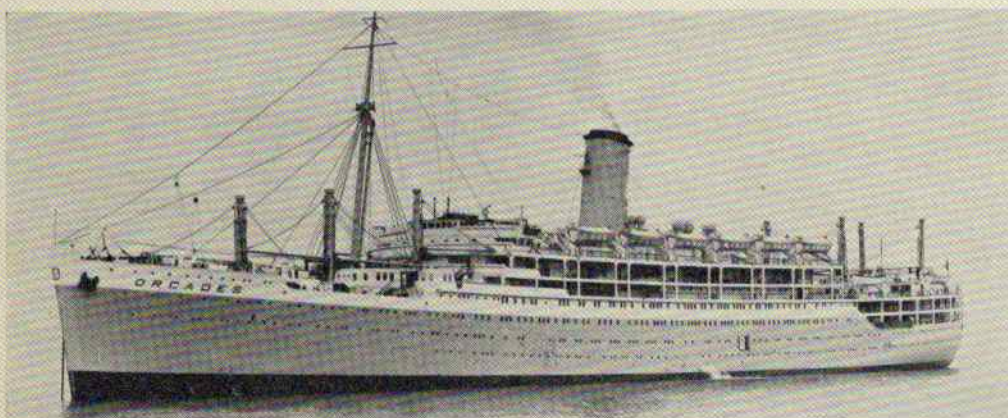
The first *Orcades* was formerly the *Prinz Ludwig* built in 1906 by Vulcan Werke, Stettin for the Norddeutscher Lloyd Line. She was the smallest of the three ex-German ships taken over by the Orient Line after world war I, but although she was a good looking ship, she fell below the Company's standard and only served to keep the service going until new tonnage could be built. She was sold in 1925 in Bremen for breaking up shortly before the completion of the 20,000 *Otranto*.

The second *Orcades* was the last of the Orient Company's pre-2nd war fleet and like her half-sister the P & O *Strathallan*, being built at Barrow-in-Furness at the same time, was fated to have a short life—five years and one day from her maiden voyage departure date.

Orcades was built in 1937. In her two short years of civilian life she enjoyed tremendous popularity.

She was trooping in September 1939 bringing Australians to the Near East and Canadians to the UK. After the fall of Singapore, she was the last ship of any size to leave Batavia when she carried many thousands of civilians, service personnel from Singapore, and survivors from the naval disaster, when the *Repulse* and *Prince of Wales* were sunk.

On 9 October 1942 she left Cape Town homeward bound on her own with over a thousand passengers including civilians and women. At 10.30 the next day she was hit by three torpedoes on the port side. All except 55 of the crew were sent away in boats and by the superhuman efforts of those that remained, she began to make her way slowly back to Cape Town. At 2.00 pm, however, she was hit by three more torpedoes. She rolled over, lay on her starboard beam ends for a minute or two and quietly sank. Most of the crew managed to get away and were picked up about midnight by the Polish ship *Narvik* which during the day had picked up all those who had left the ship thirteen hours before.



From the Chairman

of the P & O S.N. Co.

Christmas is a time for dwelling on virtues, rather than on vices. Unfortunately, every virtue can be abused into becoming a vice, and one of them, Sympathy by name, seems at the moment to have got completely out of hand. Perhaps Sympathy is not one of the more robust virtues anyway. It may be no more than an expression of good manners, costing only the trouble of putting on the right expression and making noises suited to the occasion. Of course it can also be a great deal more virtuous than this, but it is the abuse of Sympathy which today is becoming a menace.

Dockers in Tilbury are ordered not to work container berths on terms their Union and they have agreed and with which neither has any quarrel, until different dockers in different docks are given what they demand for doing different work for different employers. This is done in the name of Sympathy. In the name of Sympathy Mr Jones dashes off to the Continent to persuade his Belgian brothers to black the ships he won't load. To this his Belgian brothers are understood to have enquired why, if he feels so strongly about it all, he doesn't instruct his own members in London and other East coast ports to prevent the British containers leaving the UK, rather than asking their Belgian brothers to black them when they arrive in Belgium. This surely is the true course of Sympathy, n'est-ce pas?

It is popularly supposed that Mr Jones has the impression that this would make him less than a mascot with some of his UK members, and so he returns from the Continent with a photograph of clasped hands, which, as he tells the world, is all he wanted—clear evidence of brotherly Sympathy. It would be funny if this were not another step, and a long one, on the road to building up business, and the employment it supports, for the Continent, by chucking it contemptuously away from here.

In the name of Sympathy, people will be spending various Saturday afternoons during the Winter spoiling other people's pleasure at watching Rugger. Watching Rugger is surely innocent enough. Trying to ruin the match cannot possibly ameliorate the effects of apartheid on black men in South Africa. It merely spoils an afternoon for some of the protester's fellow countrymen here. This sort of Sympathy, putting pressure on innocent people in order to influence others, is much nearer to blackmail than to Sympathy. If they wish to show Sympathy, why don't they do something to help the black immigrants in this country? There is plenty of scope.

So I wish we could have a little less of this distorted Sympathy about the place, and a little more of the real Christmas sort which seeks to give comfort to those who need it. And since we have now pretty well exhausted the Sixties, and vice versa, may I wish you all a happy New Year, and the best of luck for the Seventies.



About Ourselves

No 30 DEC. 1969

Contents

- 1 Index
 - 2 Company News
 - 4 Group News
 - 7 Marine Training
 - 8 Ship News
 - 11 From the Departments
 - 12 From Abroad
 - 14 The ABC of Decimal Currency
 - 16 Farewell Tilbury, Hail Southampton!
 - 18 Who's Who
 - 19 Readership Survey
 - 20 We Hear That
 - 24 Personal News
 - 26 Obituaries
 - 28 European Cruise Development—Big Market Breakthrough
- MAGAZINE SUPPLEMENT
- 30 A Visit to Goa
 - 32 The Wrecking of Douro
 - 35 Book Review
 - 36 Singapore Sunday—Part Two—Yacht Race
 - 38 History of Group Companies No. 2—Union Steam Ship Company of New Zealand Limited
 - 40 Bridge
 - 41 The Soudan's Visit to the Shatt Al'Arab
 - 42 Hunt for a Name No. 2—The ERIDGE
 - 43 Pandor Club Special
 - 45 Wimbledon 1969
 - 47 Sailors on Horse-back or Tale of a Horse
 - 48 A Christmas Voyage to Remember

Cover (outside) : At 3 p.m. on 10 October 1969, a typical London fog engulfed the Thames as HIMALAYA left the Tilbury Landing Stage for the last time.

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Editor—M Minter Taylor, Assoc. B.A.I.E.
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Company News

INTERIM DIVIDEND ANNOUNCEMENT

On Wednesday, 10 September at a meeting of the Board, the Directors resolved to pay a dividend of 2½ per cent actual on the Preferred Stock for the half year ending 30 September 1969, and an interim dividend of 4½ per cent on the Deferred Stock.

The Group Profit before taxation for the year to 30 September 1969 was approximately £12m. The Board after declaring an interim dividend on the Deferred Stock mentioned above, stated that they would review the final dividend, to be declared in February 1970, in the light of Government policy then in force.

BUTTER SHIPMENTS ENTERED IN CONTEST

Nineteen boxes of best Australian butter arrived in London aboard *Himalaya* during September. The butter came from various districts throughout Victoria and were judged for quality on their arrival as part of a contest for the P & O Export Butter Trophy for 1969. Similar boxes of the same butter were also lodged at the Royal Agricultural Society of Victoria for judging in Melbourne.

The two judgments were combined and the joint winners of the P & O Trophy—one of the most sought after awards in the Victorian dairy industry were the firms of Cobden, Longwarry and Petersvill Echuca.

OUR SOUTHAMPTON MOVE

Readers will recall that in the June edition of *About Ourselves* mention was made of the Company's decision to base all its passenger liners in Southampton. At the same time it was decided that we would establish our own organisation in Southampton to carry out the functions currently undertaken by Escombe McGrath and Company Limited as the Company's port agents. Premises in Southampton were purchased and our office in that town became fully operational on Monday, 6 October 1969, the Tilbury Dock Office ceasing operation after *Himalaya* departed from London on 10 October.

The new organisation is headed by Captain J. Simms with the title of Southampton Manager. His responsibilities are similar to those undertaken in his capacity as Dock Superintendent Tilbury.

There are six departments under Captain Simms' care; The Services Department, Managed by Mr M. C. Banyard, which will be responsible for dealing with ships' husbandry and general office services. Its functions comprise those duties which were carried out formerly by Escombe McGrath as the Company's port agents. In addition, the department deals with any baggage, passage and freight matters.

The Marine Department is headed by Captain E. H. Kidd, the Assistant Marine Superintendent and Safety Officer, whilst the Engineers Department is controlled by Mr E. Blackledge, the Assistant Superintendent Engineer. Mr A. M. Ferguson, as Assistant Superintendent Ship Maintenance, controls the Ship Maintenance Department and Mr. D. F. Graham, the Furnishing & Equipment Manager, with R. Porter, Docks Manager HSO, supervises the day-to-day running of the Hotel Services Organisation. Finally the Cargo Superintendents Department is under the management of Mr B. Wedge, the Assistant Cargo Superintendent who has a direct administrative link with the Services Department.

The address of the Southampton Office is:—

P & O Lines Ltd.

P & O House

10 Briton Street

SOUTHAMPTON SO9 4GU.

Telephone No. : 0703 (Southampton) 30331.

Further to the above, readers may like to know that the former P & O establishments at Grays and Plaistow have also been transferred to Southampton and the address of the Maintenance Cost Accountant and Allied Services now reads:—

P & O Workshops & Stores

Peel Street

Northam

SOUTHAMPTON SO1 1QU

Telephone No. : 0703 (Southampton) 30191.

Mr J. G. Hill who heads this department continues to operate from the Head Office in Leadenhall Street.

The Staff Shop Manager and his Assistant, who were formerly located at Tilbury, have also been transferred to Southampton. Their office is situated at the rear of berths 105/6. Any communications for this office should be addressed to Briton Street.

From 1 October our Southampton office began acting as ports agents for British India, Hain-Nourse, New Zealand Shipping and the Federal Steam Navigation Companies.

MUSICAL CHAIRS IN THE LONDON DOCKS

After giving in some detail the change round which has occurred to our staff now located at Southampton, it would only be right to complete the picture by giving details of the latest moves here in London.

P & O Lines now use Berth No. 21 in the Royal Albert Dock instead of No. 2 King George V Dock. The Royal Albert Berth is now used exclusively for export cargo whilst the King George V Berths No. 9 and 11 cater specially for the handling of import cargo.

P & O v CANNED GOODS

The annual P & O v Canned Goods Trade, Golf Match was held on 11 September. A team of 10 from P & O took on leading members of the Canned Goods trade and managed to retain the Cup by beating their customers by 6 matches to 4 in the morning round.

In the afternoon a Greensome Stapleford foursome was played and the individual winners were Messrs. Haigh and Bradfield with 42 points.

This was a most successful day's golf, which was thoroughly enjoyed by all participants.

CRUISING

Our 1970 UK cruise programme is the largest ever. Seven of the Company's 11 liners will offer passengers a choice of 39 different cruises incorporating 52 ports. All told, 47,500 berths will be on sale between April and December 1970.

OCEAN LINER HOLIDAYS 1970

Following the success of Ocean Liner Holidays 1969, a new P & O holiday plan, which enables holidaymakers to travel to or from 56 different ports of call around the world, has been announced in the new P & O brochure Ocean Liner Holidays 1970.

The easy-to-follow plan, covering the whole year, lists the departure dates from Southampton of cruise liners on their world-wide routes and also the arrival dates, at all ports, of returning ships during the following six months. From this information it is simple to plan a holiday itinerary which involves staying some while in a country or port en route and then returning by a different ship.

ELDORADO

A P & O communications project, known internally as Eldorado, which is believed to be the first project of its type in the world, has been successfully tested. London, San Francisco, and Sydney now engage in a two way transmission of computer data plain language messages, using magnetic tape encoders linked over normal telecommunication landlines.

Tests which are being conducted at the present time are part of a project undertaken by ourselves, NCR, and the GPO. It is planned to set up a fast, modern telecommunications system for our international bookings, management communications, and administration services.

FAREWELL SOMALI AND COROMANDEL

News has reached the Editor that the cargo liner *Somali* has been sold to Happy Compania Naviera S.A. of Panama the transfer taking place in Colombo last October. It is understood that this vessel will be used for trading under the Greek or Cypriot flag.

About the same time further news filtered through stating that the cargo liner *Coromandel* had been offered for sale, and the buyers in this instance are Jebshun Shipping Company Limited of Hong Kong and the vessel was delivered to her owners at Bombay in November.

The 7,065 tons gross *Coromandel*



The 9,080 tons gross *Somali*

GROUP NEWS

ANDERSON GREEN CHANGES ON THE BOARD

Following his retirement from the Board of the P & O SN Co., Sir Colin Anderson has given up the Chairmanship of Anderson Green & Co. Ltd. He will, however, remain on the Board and will be succeeded as Chairman by Mr K.R. Anderson. Mr K. Reynolds has resigned from the Board of this Company and has been succeeded by Mr J. H. Bayley.

BI 1970 CRUISING

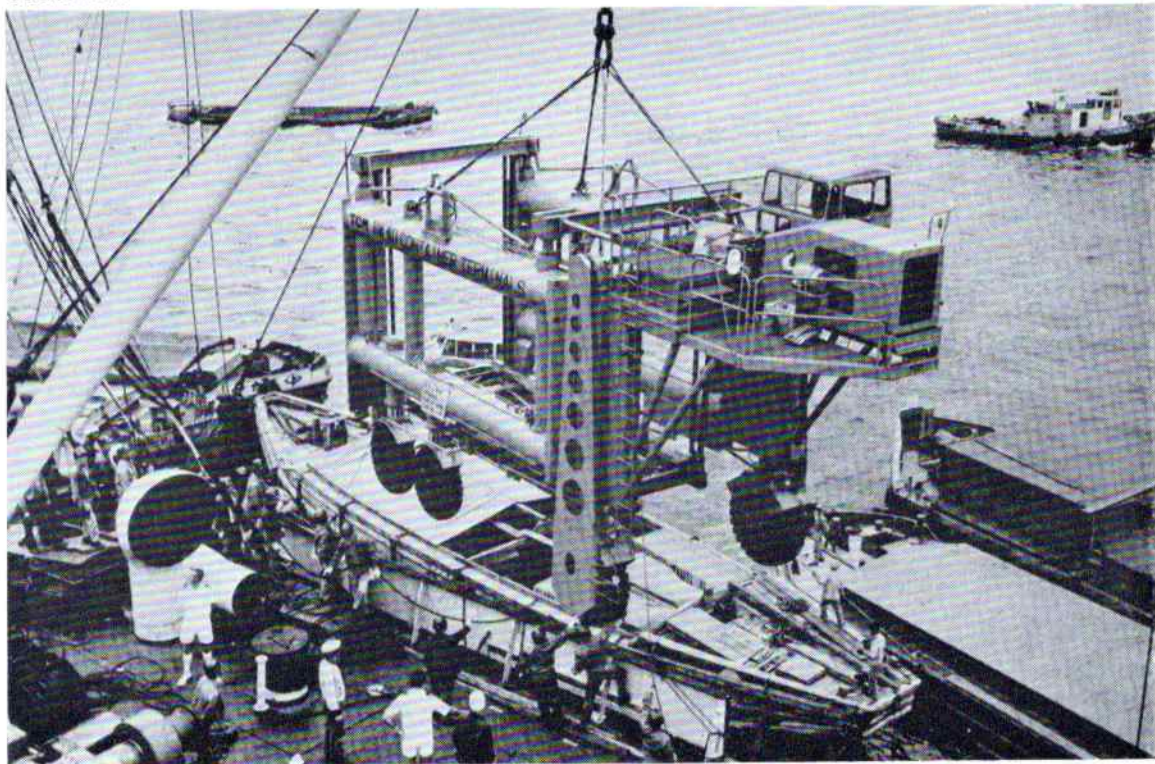
41 cruises will be undertaken next year by the 21,000-ton *Nevasa* and the 17,000-ton *Uganda*. Many of the voyages of these well known "school ships" have already been committed months ahead to Education Authorities and schools sending groups of school children on carefully planned itineraries as part of their education.

E & A HEAVY CARGO LIFT

Eastern and Australian cargo liner *Arafura* delivered the first container carrier shipped to Australia by the Toyo Umpanki Company Ltd., of Osaka, Japan. The carrier is operated by the Brisbane Stevedoring Company, a fully owned subsidiary of the P & O Group.

Designed specially for use on wharves and container yards, the compact, powerful carrier will handle 20ft containers and stack them two high. By using extra spreaders, the carrier can handle Matson containers or larger 40ft containers without modification of the basic frame.

The container carrier being loaded into *Arafura* from a barge in the port of Nagoya, Japan.



TIGERS AHOY

An uneasy silence reigned over a Sydney berth recently when a small dark blue van was shipped aboard *Arafura*. The driver, a Mr Heinz Naumann was travelling to Fuji, Japan with his wife and five sons. The van contained two full grown tigers, Zita and Bengal, who were to perform in an amusement park near Fuji.

Mr Naumann, a 45-year-old West German, has been training animals for over 25 years and was with the circus in Melbourne up to a few months ago.

It is understood that Disneyland offered him \$15,000 for Zita which was bought for \$30 when the tiger was only a few days old. Mr Naumann refused to sell as he has become so attached to the animal.

After spending three months in Japan, the Naumanns expect to do some film work in Fiji before returning to Australia.



Billy Naumann, 9-year-old son of animal trainer Heinz Naumann, sits quite calmly beside Zita.

The EUR container ship *Caribou*.



EUR

CELLULAR SHIP DELIVERED

In the October 1968 edition of *About Ourselves* mention was made of European Unit Routes' vessel *Impala*, which was the first of the EUR Deer Class container ships to enter service with this new Company.

Since that date *Impala* has been joined by a sister ship *Eland* which is a vessel of almost identical design.

A third vessel of this class has now been delivered. The *Caribou* is a ship of 499 gross tons with a length overall of 253ft and a breadth of 42ft whilst her depth is 26ft and draft 12ft. Operating on either the Rotterdam/UK or Antwerp/UK container routes she maintains a service speed of 13½ knots.

Caribou is a cellular container vessel which has been designed to carry 20ft, 30ft and 40ft containers which can be stacked three high on deck.

A unique feature about *Caribou* is that she has tween deck ballast tanks controlled directly from the bridge which keeps the vessel steady whilst containers are loaded and discharged.

The vessels of EUR look eye-catching with their "heavenly" blue hulls, white upperworks and blue funnels. Amidships on either side of the hull appears the white EUR logo, which gives a most modern appearance to these ships.

Further afield, EUR's containers popped up in Timaru, New Zealand, where they were on hire to The New Zealand Shipping Company and were used on an outward and homeward voyage to this port. The port of Timaru has facilities available now to provide an efficient and economic container service for the South Island of New Zealand with the minimum of capital outlay.

The New Zealand Shipping Company's *Manapouri* under the all-weather meat loaders at Timaru, New Zealand. On the rail trucks are containers on hire from EUR.



MARINE TRAINING

ENGINEER INSTRUCTOR

Mr J. F. T. Kelly, C.Eng., AMIMarE, has joined the Fleet Training Department as Engineer Instructor.

Mr Kelly commenced his career with Hunting & Son (Shipowners) as a Cadet under the Alternative Training Scheme in 1953 and remained with that Company until 1967.

CADET ENGINEER OFFICERS

We congratulate the following Cadet Engineer Officers on their promotion to this new rank:— J. A. Thow, C. J. Wooding—*Canberra*; R. A. Peperell, R. A. Mulleneux—*Chusan*; R. J. A. Denton—*Pando Head*.

SEPTEMBER 1969 ENTRY

We welcome the following Engineer Cadets who have joined the Company recently:—

P. Adkins, M. Banks, S. C. Beeton, I. W. Brightmore, E. R. W. Clark, M. A. Cresswell, C. M. Dale, C. J. Davis, R. M. Fergusson, D. M. Garry, C. R. Hammond, H. MacLeman, A. Q. Martin, D. Norton, D. I. Preece, K. S. Preston, R. G. Scarrott, P. Scott, E. L. Smith, R. M. Tompkins, D. R. H. Tullis, J. Winterbone.

These Cadets have commenced Phase 1 of the O N D (Engineering) Course at either the School of Navigation/College of Technology, Southampton or South Shields Marine and Technical College.

A welcome is also extended to Engineer Cadets P. S. Geatrell and G. G. Kenworthy who commenced the H N D Course at Southampton College of Technology this September.

NAVIGATING CADETS

The following Navigating Cadets are welcomed to the Company having joined us over the last few months:—

T. F. van Bronswijk and J. B. Waite.

The editor has also been advised that the following Navigating Cadets have joined the Company since the beginning of this year and have commenced the first year of their training undergoing Phase 1 of the Ordinary National Diploma Course at the School of Navigation, Warsash, Southampton:—

K. R. Owens, C. Blatch, J. E. Hill, D. J. Lloyd, C. S. Langmead, G. W. Weaver.

CRICKET TOUR 1969

The annual cricket tour took place at the beginning of June and was a resounding success.

The tour opened at the School of Navigation, Warsash in very poor conditions. However, the rain was not allowed to dampen the enthusiasm of the sides and after winning the toss, the touring side asked the school to bat.

An early breakthrough was achieved and wickets fell steadily despite a determined performance by the opening bat. The school was finally dismissed for 85 runs which looked quite enough when the touring side lost two early wickets. A good stand between Second Officer Peter Hodges and Chief Officer Peter Broome saw their side home to a good 7 wickets victory. The following day the side visited the Merchant Navy College at Greenhithe.

The College batted first and slowly built up their score being finally dismissed for 87 runs. This score appeared well within the capabilities of the touring side and, with Hodges in full flight and the score at 78 for the loss of only 3 wickets, all looked set for another resounding victory. At this stage Hodges was run out and a dramatic collapse followed with the side being all out for 85.

The team was entertained to lunch at both Colleges and would like to thank their hosts very much.

Letter to the Editor

Dear Sir

I was both interested and amused to read the article about decimalisation of currency that appeared in your September 1969 issue of *About Ourselves*, and gratified that interest in the subject is now being stimulated.

However, the article contains certain comments in relation to the effects of decimalisation and other statements that are not necessarily correct. I should be glad if you will make clear to your readers that the views expressed and comments made in the article are those of the writer and are not shared by the Company.

Yours faithfully,

T. P. Daly,

Chairman,

Group Decimalisation Committee

Mr T. P. Daly has asked for this letter to be published along with a comment that he would welcome any contributions made by staff on this particular subject. Here is your chance, so please send your items to me without delay. It is pointed out, however, that articles will not be published which are of a controversial nature, being an expression of the writer's own personal opinion.—Ed.

SHIP NEWS



Himalaya v. Canberra, 24 June, 1969.

HIMALAYA—Soccer

Reports have been received of two matches that *Himalaya* has played during the summer. The first against *Canberra* took place on 24 June which resulted in a 2—2 draw. Played at Timbrell Park Sydney, both teams found good ball control difficult in heavy conditions, and over-eagerness on the part of the players kept the half time score down to 1—1.

After the interval *Himalaya* piled on the pressure but with the players' strength being sapped by the poor conditions mistakes began to creep into their play and *Canberra* managed to equalise from a free kick. The final result of the game being 2—2.

The other game against *Orsova* provided yet another 2—2 draw played on the same ground but in perfect conditions. Despite *Orsova* taking an early lead *Himalaya* started the second half with a 2—1 lead. A scrambled goal at a late stage robbed *Himalaya* of victory for the second time in a month.

The Editor would like to thank Welfare Leading Hand Mr Jenner for taking such trouble over his detailed match reports.

CANBERRA—A Crowning

The American Dairy Association of California presented its Award of Excellence to *Canberra* in recognition of her use of pure milk produce. This was the first time that such an Award has been made to a ship. The presentation was made aboard the vessel by Dairy Princess Marti Selover during the vessels recent call at San Francisco.



Captain Riddelsdel receives a kiss—
and the award from Marti Selover.



Quartermaster Stanley Strange lowers the Stars and Stripes.

CHITRAL CHAT

American passengers aboard the vessel on 4 July (American Independence Day) were guests at a Champagne party held on the Foc'sle during which the Stars and Stripes was ceremoniously lowered at sunset. We are grateful to Eddie Cornish, the Leading Musician, for sending us this excellent photograph.

Tony Duff, Baggage Steward and Writer, has been keeping the Editor abreast of what has been going on aboard his vessel and apart from the party mentioned above it has been learned the ship's company have been entertaining the passengers with "Pub Nights" which have had a large measure of success, revealing a wealth of hidden talent to delight their audience.

Darts have become the most popular pastime, and on the homeward leg of a recent voyage the *Chitral* Club were, on three occasions, hosts to a passenger darts team who put up on each occasion, strong opposition but were matched by the skilfully accurate throwing of Stewardress Frances Louch against whom opponents stood little chance of victory.

When presenting the competition prizes, Captain F. B. Woolley remarked on the spirit of the Club and hoped it would continue to flourish in the future.

CANBERRA—US Victuals

We learn that Coca-Cola and chocolate cookies augmented the menu when the vessel sailed on a Mediterranean cruise during the Autumn. Apparently three hundred American Students of the American Institute for Foreign Study were aboard, and these items were loaded specially to cater for the students' tastes.

ARCADIA—A Commodore's Welcome

Our Commodore, John D'Oyly Green, was welcomed by representatives of the Harbour Commission and the port when *Arcadia* visited Los Angeles recently.

Bernard J. Caughlin, general manager of the port, presented the Commodore with a radio in the shape of a globe. P & O's district sales manager Alec Lowman and Robert A. Day, vice-president of the Los Angeles Harbour Commission, were also there at the presentation.

Commodore John D'Oyly Green pictured with, from left to right, Alec Lowman, Robert Day and Bernard Caughlin.



ORONSAY

The following letter was cut from the *Sunday Express* on 21 September and is reproduced overleaf as it is felt that the members of the crew would like to know this compliment was placed in a paper which has a circulation of 4½ million. A photograph of Police Superintendent Hempstead appeared in the September edition.

A pleasure

On the recent visit of the P & O liner SS *Oronsay* to Suva (where the Fiji Police and Fiji Military Force Bands had the pleasure of playing her in and out of the wharf) the crew of the liner requested me to play "Rule Britannia" as the ship was leaving. *It was a pleasure.*

What a wonderful sight to see the whole crew lined up at the fore-castle as she came abreast of the band's position on the wharf.

Then the crew let go the biggest Blue Ensign I have ever seen, accompanied with the loudest cheer ever heard from a ship in this port.

Maybe they do not like "Rule Britannia" at the Royal Albert Hall, but it is wonderful to know that our seamen are still proud of being British. Good on yer, *Oronsay!*

James H. Hempstead,
Director of Music,
Fiji Police.

Police Headquarters,
Suva, Fiji.

PANDO COVE

At Singapore recently a Mini Coach was discharged from *Pando Cove* which had been consigned to the Red Cross in Singapore.

This coach was presented by members of the British Army in the Far East, and was, it is believed, specially equipped for spastic children. It was shipped through the Variety Club of Great Britain and, as you will see from the photograph, the designation on the side of the vehicle shows that it is a Variety Club Sunshine Coach.

The Public Relations Office of the Army Information Service in Singapore were present

when the coach was discharged and took a fifty foot colour cine film of the vehicle being landed. This will be combined with similar cine films taken in various other parts of the world to which such coaches have been shipped.



Mr Sean Kinsella with, from left to right, WO1 A. White, WO11 K. Jalle and Major K. Ross.

CANBERRA—The Army goes to school

Officers in charge of the catering at various Army establishments in New South Wales recently visited *Canberra* in Sydney to see at first hand the storage, preparation, cooking, and serving of food.

The coach being discharged from Pando Cove.





Members of *Arcadia's* staff who provided a splash of colour at a recent "Old Tyme Music Hall" which was held on board.

FROM THE DEPARTMENTS

PASSENGER

We congratulate Mr D. R. Baker and Mr A. S. Haseldine in passing the graduate exam of the Institute of Transport. At the same time congratulating Mr A. G. Bailey for passing the Intermediate exam for the Institute of Travel Agents.

We have also heard that Mr G. J. Howard has recently left the department for Capetown in *Iberia* which sailed on Tuesday, 16 September 1969. John gave up his position as Supervisor of the Continental Section to join Musgrove and Watson, our Agents in Capetown, where he will still be keeping an eye on the P & O Passenger business by taking up an appointment as Manager of the Berthing Section in that office. We wish him luck.

PERSONNEL (OFFICERS)

We congratulate the following Engineer Officers who have gained certificates of competency since the last issue of *About Ourselves*:—
 First Class Steam Certificate—Second Engineers M. J. Cole, J. Harrison, W. G. McConnachie, R. D. Robinson.
 First Class Motor Endorsement—Second Engineer N. Baird.
 Second Class Steam Certificate—Third Engineers G. A. J. Pitten, A. K. Brown.



Mr C. E. Lambert.

THE LINES

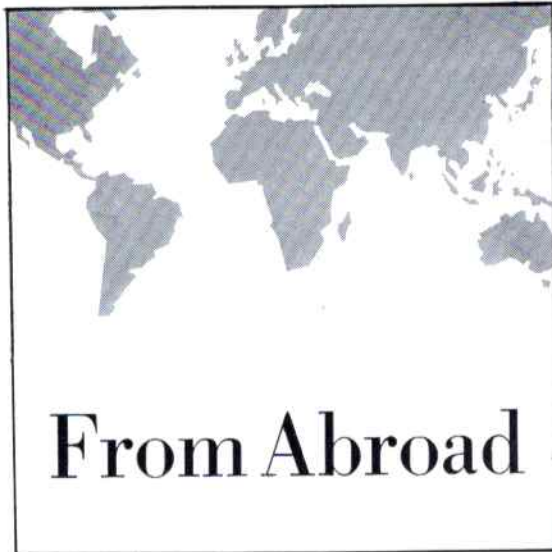
On Wednesday, 1 October 1969 Mr K. Reynolds transferred to OCL Mr C. E. Lambert assuming responsibility for the Freight Division of P & O Lines on the same date.

STAFF

We were pleased to learn that Mr M. D. Wylie, the Assistant to the Head of the Department, has been accepted as a student member of the Institute of Personnel Management.

MARINE SUPERINTENDENTS APPOINTMENT

Captain F. M. O'Connell was appointed to the Marine Superintendent's Department on 1 July 1969 as Nautical Adviser. In this capacity he understudies Captain Spurling with a view to relieving him when he retires later this year.



TOKYO

The second (Kanto) Strath Cup Golf Tournament was held in the summer at the Hiratsuka Country Club. A total of sixty-four competitors teed-off at 8 am in favourable weather conditions competing for this valued trophy, amongst the players were eight members of Mackinnon's staff. The winner was Mr T. Kikuchi (Sumitomo Shoji) with a score of 62 whilst Mr M. Akashi (Meidi-ya) having a score of 66 took the runners-up prize. Third place was taken by Mr H. Toyokawa (Okura Shoji) who scored 69 whilst Mr M. Yoshida (Kyokuto Boeki) followed close behind in fourth place. During the entertainments which followed the Tournament a telex from Mr J. G. Davis was read out being readily applauded by those present. The prize giving followed at the conclusion of which each guest was presented with a small gift. Mr J. T. Brown, Managing Director of our Tokyo Office writes advising that the function was an unqualified success.

J. T. Brown presents the cup and replica to Mr T. Kikuchi.



SYDNEY

Dutch W.A.P. Miss Renske Gaus recently spent three weeks in Australia on a tour of various States designed to promote travel by P & O to continental destinations. After disembarking from *Canberra* Miss Renske Gaus stayed eight days in Sydney before travelling to Melbourne, where she spent a further five days. Her next stop was Adelaide, where she stayed four days before departing for Brisbane. After a short stay at the port she travelled back to Sydney and joined *Himalaya*. During her stay in Australia Miss Renske Gaus had given several press interviews and also appeared on television.

During her visit Miss Renske Gaus visited Wagga Wagga and this picture shows Mr R. J. Davies left, of the company's passenger agents, and Mr K. R. E. Stuart, supervisor, Agency Sales, Sydney Office.

(Acknowledgement to *Daily Advertiser*, Wagga Wagga)



Grand prize for the Third Annual San Francisco Guardsmen Domino Tournament were two first class double cabins aboard *Oriana's* three-week Caribbean Carnival Cruise. When the vessel was in San Francisco Jack Holmes left, and Bill Jackson right, received their tickets from our North American District Sales Manager Bruce H. White before touring the liner with Captain Lincoln. The Guardsmen is an organization which sends needy children to summer camp.



Captain Vickers, Sherry Barton, Jim Roby, Bob Mann, Jack Drenckpohl, Les Palmer, Staff Captain Lincoln and President George Turner at the White Whale Restaurant.

SAN FRANCISCO—10th Birthday

P & O Lines (North America), Inc. observed its 10th corporate anniversary recently. To celebrate, all staff members who had been with the company for five years or more were invited by President George Turner to cocktails in the Lookout Bar aboard *Oriana* berthed at Pier 35 in San Francisco. *Oriana's* chef outdid himself making an anniversary cake for all the Post Street staff to enjoy with coffee. The beautiful cake, decorated with flags and anchors and a map of the world, was displayed in the Lookout Bar before being taken to the Post Street Office.

After the reception, a London double-decker bus transported the guests to the White Whale Restaurant for dinner. Captain W. B. Vickers, Staff Captain T. A. M.

Lincoln, Purser Brian Tonks and other senior officers joined the celebration.

Readers of the last edition of *About Ourselves* will recall that in the "We hear that" section on page 19 a letter was reproduced which had been sent by Alderman Mrs H. K. Johnson to the honourable Joseph Alioto, Mayor of San Francisco, sending good wishes to the citizens of that city on the occasion of P & O Lines (North America) anniversary.

The Mayor of San Francisco has since sent the reply in which he stated: "We in San Francisco are very conscious and appreciative of the link between our city and yours as constituted by this great and historic steamship company."

P & O PASSENGER MANAGERS' CONFERENCE SYDNEY AUGUST 1969

Photographed, left to right (back row):—

Mr D. A. Bigg, Sales Promotion Manager, Wellington, New Zealand; Mr H. J. Peebles, Sales and Marketing Manager, Union Steam Ship Co. Wellington; Mr R. E. Pirani, General Passenger Manager, Union Steam Ship Co., Wellington; Mr G. C. Galbraith, Agency Sales Manager, Melbourne; Mr W. Mowle, Passenger Manager, Melbourne; Mr A. D. Winsor, Marketing Executive, London; Mr I. W. Geddes, Chief Passenger Executive, Sydney; Mr F. M. Karrasch, Director, Sydney; Mr R. T. M. Rose, Deputy Chairman, P & O Lines, Aust; Mr K. F. Lewis, General Sales Manager, Sydney; Mr J. D. Cooper, Sales Promotion Manager, Sydney;

Front row left to right:—Mr M. A. Sampson, Deputy Advertising

Supt., Sydney; Mr A. R. Hall, Advertising Supt, Sydney; Mr R. Hohmuth, Deputy Manager, Res. and Berth., Sydney; Mr R. H. Sheldon, Research and Stat., Officer Sydney; Mr D. H. Ballard, Public Relations Supt., Sydney; Mr H. C. Eyers, Passenger Admin. Manager, Sydney; Mr M. B. Longstaff, Ass. Passenger Manager, Sydney; Mr B. L. Francis, P & O Promotion Co-ordinator (designate) South Africa.

Extreme right row:—Mr A. J. Smart, Berth. Co-ordinator, Sydney; Mr J. St. Julian, Manager, Union S.S. Co. Fiji; Mr R. V. Way, Passenger Manager, Brisbane; Mr S. G. Richards, Ass. Passenger Manager, Perth; Mr A. L. Palmer, Advertising and Promotion Manager, San Francisco; Mr H. R. Newland, Travel Manager, Elders G. M. Adelaide.





Mr J. V. Cherry with two of the ladies invited to a recent Skal Club lunch in Hong Kong. On his left is Mrs Roger Wilson who was then working with Compass Travel, Hong Kong, and on his right Miss Elizabeth Rhodes who runs the sea travel section of Swire Travel, Hong Kong.

HONG KONG

Mr J. V. Cherry writes that on seeing Mr Edmund Vowles' appointment in the Skal Club of London, in the June issue, he cannot resist sending a photograph taken at a recent lunch of the Hong Kong Skal Club of which he has been President since April.

He goes on to say that Skal Club functions, with the exception of an annual Ladies Night, have been entirely

masculine. However, on his becoming President a decision was made to have lunches to which ladies in the travel trade should be invited.

Since writing to us we have heard that Mr Cherry has retired from the Far East service and travelled home in *Oronsay* last October. During the voyage he made contact with Albert Morris in South Africa. He has now started a new career with BI here in London.

The ABC of Decimal currency

Monday 15 February, 1971 is D (Decimal) Day—the day this country changes its monetary system from £sd to pounds and new pence. Here are some typical questions about changing to the new system—and the answers.

WHAT DOES DECIMAL CURRENCY MEAN?

Simply that we shall reckon money in tens and hundreds, instead of twelves and twenties.

HOW DOES THE DECIMAL SYSTEM COMPARE WITH £sd?

The pound (£) remains the highest unit. There will be 100 new pence (100p) to a £. The new system is known as £p.

HOW MANY COINS WILL THERE BE?

Six: three bronze coins ("copper") and three cupro-nickel ("silver").

WHAT WILL BE THEIR VALUES?

"Copper" coins:

½p (1.2d) 1p (2.4d) 2p (4.8d)

"Silver" coins

5p=1s 10p=2s 50p=10s

WHEN WILL WE START TO USE THE NEW COINS?

Two of the coins, the 5p and 10p, have been in use since 23 April 1968. They are the exact weight and size of the old 1s and 2s pieces, and are interchangeable with them. The 50p coin came into general circulation in October 1969 to replace the 10s note. The "copper" coins will not become legal tender until D Day, but are available as part of souvenir coin sets on sale from banks price 5s 6d.

WHEN WILL OLD COINS BECOME OBSOLETE?

On 1 January 1970 the halfcrown will be withdrawn and will no longer be legal tender, Penny, 3d and 6d coins will be withdrawn after the changeover period. Certain coins are being phased in and out well beforehand so that people can become used gradually to decimalisation and there will be fewer changes to adjust to on D Day.

WHAT IS THE CHANGEOVER PERIOD?

This will be a maximum period of about 18 months after D Day when it will be legal to conduct business (except banking) in either £sd or £p. This means we will have two currency systems side by side. So many machines have to be converted that it would not be possible for every company and shop to change overnight. Banks, the Post Office, Government Departments and many

business concerns will change on D Day but other companies can set their own D Day some time during the 18 months' period. In practice it is very likely that most business in Britain will be done in decimals within a very few weeks of D Day. This means that fewer and fewer shops will give pennies, 3d bits and sixpences in change, and the "old" coins will probably soon become rarities in people's purses and pockets.

WHEN WILL I HAVE TO START WRITING CHEQUES IN £p SYSTEM ?

From D Day, all cheques must be written in £p, eg £1 10s. will be £1.50.

WHAT ARE "CONVERSION" TABLES ?

Conversion tables are an easy way of making sure that £sd amounts which have no exact equivalent in £p are converted fairly. There are two official tables—the shoppers' table and the banking and accounting table. The shoppers' table converts amounts up to one shilling in new halfpenny steps and the Government expect it to be used whenever possible by manufacturers and retailers in repricing goods in the shops. The banking table ignores the new halfpenny (banks have always ignored fractions of pence) and converts amounts up to two shillings in whole new penny steps.

Both of these tables are so arranged that they balance out gains and losses in the conversion, and when they are applied over a whole range of amounts no-one should gain or lose.

MUST I MEMORISE CONVERSION TABLES ?

No, definitely not. After D Day shopping will be possible in £p or in £sd shops without doing this. Shopping in an £sd shop after D Day will be just the same as it is now—with the addition that shoppers can pay for anything with decimal coins so long as they offer them in sixpenny (2½p) multiples. In an £p shop prices will be marked in £p and shoppers will pay with decimal money—(or £sd in multiples of 6d). Conversion to £sd is needed only if people want to compare the new decimal prices with the "old" ones—and they are likely to want to do this only for a short time. When they do, there will be conversion tables or dual price labels to help them.

WHAT SHOULD BUSINESS MEN BE DOING ?

Deciding exactly when their business is to change to decimals—on or near D Day if possible is the Decimal Currency Board's advice. Then top priority is needed for the conversion of business and coin-operated machines—Britain has five million of them. Businessmen should have made firm arrangements for this by now, otherwise they run the risk of being caught in a machine conversion queue around D Day. This could mean delay in switching over their business and losing trade to competitors who have been able to change early. In the P & O Group the planning for replacement and conversion of office machines has already been done. Replacement and conversion dates have also been agreed with suppliers and the machine companies.

WHAT ARE OTHER KEY ACTION AREAS ?

Many firms have appointed a decimalisation officer or committee to "master mind" their changeover. In the P & O Group there is a central Group Decimalisation Committee to establish policy and all UK Group companies have appointed decimalisation officers to effect the policy. Action is urgently required, too, on formulating staff training programmes (actual training can generally come nearer D Day) arranging for printing requirements, and using the big change as an opportunity to have a big "spring cleaning" operation wherever money is involved. Going decimal internally now can reap decimal benefits sooner and lessen D Day problems.

WHERE CAN BUSINESSMEN GET OFFICIAL ADVICE ABOUT GOING DECIMAL ?

The Decimal Currency Board gives general guidance to commerce and industry, for example in a series of reference booklets available from HMSO bookshops or through booksellers (price 1s, by post 1s 4d). The Board are concentrating, meantime, mainly on stimulating industry and commerce, from the huge corporations to the shop-on-the-corner, to get ahead in good time with preparing their businesses for the big change. A Newsletter published every six weeks gives up-to-the-minute information. This newsletter is distributed centrally to all UK Group companies.

A special booklet "New Money in Your Shop" is being distributed widely to retailers this autumn and will also be distributed centrally to all UK Group companies.

HOW WILL THE PUBLIC LEARN ABOUT DECIMAL CURRENCY ?

Big publicity campaigns this autumn and winter will warn of the arrival of the 50p and later of the halfcrown's disappearance. Phasing certain coins in and others out well before D Day (5p/1s and 10p/2s coins have been circulating since April 1968 and the halfpenny was withdrawn in August this year) is planned to get people used gradually to decimalisation. A booklet explaining the new system and a copy of the shoppers' conversion table will be sent by the Decimal Currency Board to every household in the country a few weeks before D Day.

In addition there will be over the same period a massive publicity campaign to make sure that when D Day comes, everyone in the country will be fully informed and completely prepared for the changeover, with the facts fresh in their minds.

WHY ARE WE MAKING THIS CHANGE ?

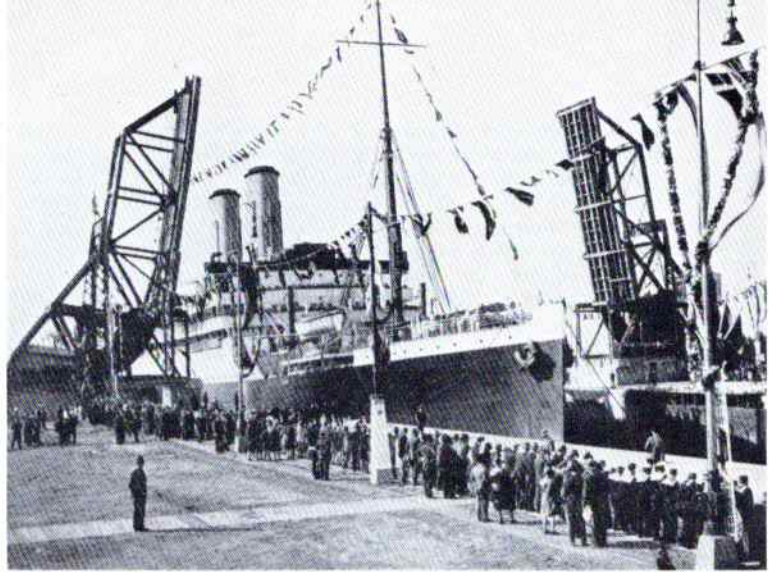
Because decimal currency is a simpler and more efficient money system. Money arithmetic both mental and on paper will be easier for everyone—and that will lessen mistakes. Time will be saved in teaching money sums in schools. Overall, the total benefit to the economy of the accumulated savings of the new system will be considerable.

A letter relating to this subject is on page 7.

FAREWELL TILBURY

On 10 October, 1969 an outward bound P & O Lines' passenger vessel left Tilbury for the last time. For the second time in the Company's history the terminal port of our Company's passenger vessels is now Southampton. The following photo feature depicts the final days at Tilbury and scenes from our two new offices in Southampton.

P & O Lines took up residence at Tilbury on 19 June 1903, after being connected with the port of Southampton since the opening of those docks in 1841. Such an occasion did not go unheralded and to mark the event a special luncheon was held aboard *Himalaya* on 9 October.



Oronsay opening the new lock at Tilbury on 26 September, 1929.



Himalaya passing through the same lock on its penultimate voyage from Tilbury. (below) The last link with Tilbury is broken 10 Oct. 1969.



P & O dock office at Tilbury.



P. E. Parry congratulating H. W. Mayhew after the former Purser had been presented with an inscribed wrist watch prior to the farewell luncheon.



J. Greaves of the Security Patrol (Marine Department) is congratulated by P. E. Parry after being presented with an 8-day striking clock. Mr Greaves received the gift as a token for his 42 years service with the Company.

HAIL SOUTHAMPTON

The new P & O office in Briton Street, Southampton.



An exterior view of our new office at Northam, Southampton.



The Services Department located on the second floor of the Briton Street office.



The Conference Room at Briton Street.



The Linen Department at the Northam works.

M Le-Marechal stacks wax floor polish in the Ships Stores warehouse at Northam.

WHO'S WHO around the company



1 P. H. Hall



2 R. D. Attenborough



3 Mrs Rosemary Lunn



4 Miss P. M. Rolph



5 P. Coulson



6 M. R. White



7 Mrs Susan Heather



8 Mrs E. C. Peach



9 Miss J. M. Taylor



10 Mrs D. Jones



11 Mrs J. P. Martin

— The Market Research and Statistics Department

"Who's Who" takes us to the Market Research and Statistics Department which was established some five years ago to give advice on statistical and economic matters to all users within P & O Lines and to carry out market and other types of research on behalf of user departments. The present functions of the department can be considered as those concerning market research, operations research, planning, and management information systems.

1 P. H. Hall—Head of department. Mr Hall was instrumental in forming this department, joining our company five years ago after considerable experience in the statistical and economic field.

2 R. D. Attenborough, A.M.Inst.T.—Deputy Head of department. Ron joined the

Orient Line in 1952 where he worked in the Passenger Department. After the merger in 1960 he became attached to the Rates and Conference Department, joining his present department in 1966. He is also Editor of "Teamwork News".

3 Mrs Rosemary Lunn—Copy Typist. Rosemary joined the company in 1962 and started her career in the Passenger Co-ordinators Department under Mr I. K. King who has recently retired. Two years later she transferred to the Statistics Department and has been attached to her present department since its inception. Mrs Lunn will shortly leave us to accompany her husband to New Guinea.

4 Miss P. M. Rolph—Assistant to R. D. Attenborough. Miss Rolph joined the Co-ordinators Department in 1964 transferring

later to the Statistics Department. Paddy, as she is known to her friends, attended a supervisor's course earlier this year.

5 P. Coulson—Mathematician. Formerly a teacher, Peter joined the company in 1967 as he had a yearning to study, and be concerned with, the higher realms of mathematics.

6 M. R. White—Statistical Clerk. Having spent three years with our Sydney office, Mel joined our own organization in 1968.

7 Mrs Susan Heather—Clerk. Sue joined the company in 1967 and is in charge of the coding section of this department. She is also a Pandor Club representative and has swum for the Club.

8 Mrs E. C. Peach—Senior Market Research Assistant. Mrs Peach joined us from a

famous photographic firm with whom she was a Commercial Manager Trainee. She joined our company in 1968 to take up her present appointment. Claire is a keen squash player.

9 Miss J. M. Taylor—Clerk. Jean has recently joined this company and came straight to this department where one of her jobs is coding for computer input. She has also swum for the Pandor Club.

10 Mrs D. Jones—Secretary. Joined the company earlier this year as Mr Hall's secretary, her previous employment being with a reinsurance company in Leadenhall Street where she was a Secretary to one of the Directors.

11 Mrs J. P. Martin—Clerk. Mrs Martin has recently joined the company and is also concerned with coding for computer input. At home her hobbies include floral art.

About Ourselves Readership Survey

BY MISS DAPHNE MILLER

The purpose of this survey was to determine the degree of satisfaction throughout the Company with the magazine. Several thousand questionnaires were distributed, mainly among sea staff and shore staff, in London and abroad; of these 650 were completed and returned, a somewhat poor response on the whole. In relation to numbers, the best response seemed to come from pensioners rather than present staff, but possibly the latter were too busy working. However, of these 650 a quota sample of 300 was drawn; this was relative to the total employees in each staff category, and consisted of 135 office staff (50 London, 50 Australia, 35 North America), 120 sea staff and 45 pensioners, whose answers were grouped under their previous occupations. As expected, male respondents formed the vast majority, especially from the sea staff and London office; also sea staff respondents tended to be younger than office staff, where 46% of Head Office response was from the over-fifties.

By and large, *About Ourselves* seemed to be a popular magazine, with most people saying they take their copies home for their families to read. However, interest in the separate items fluctuated, as it was bound to, in trying to cater for so great a range of people. "Chairman's Comments" came out on top with 89 respondents finding it the most interesting article, followed by "Articles relating to ships", "Com-

pany and Group News" and "Personal News" making up the top four places. Of course, support for each item was not uniform from each section of respondents, e.g. "Chairman's Comments" was more favoured by staff of fairly long service with the Company, and "Articles relating to ships" was ranked higher by younger staff and sea staff.

A few new ideas were put forward as suggestions for additional items; the most popular of these was for more about the company's history, closely followed by articles about sea staff and retired personnel. More items from abroad was another constructive suggestion. As far as frequency of the magazine is concerned, the large majority felt the present quarterly publication was just right. The remaining few were in favour of a bi-monthly issue, but six a year was considered the highest optimum.

There was virtually no support for a newspaper style to replace the present format, in fact most respondents strongly objected to the idea. The general feeling was that a glossy magazine was necessary for the company's prestige.

We found, therefore, that the magazine was, in the main, popular and quite satisfactory; the low rate of response could possibly suggest an indifference not otherwise apparent, but, more cheerfully, it could simply mean that 90% of the staff dislike filling in forms.



The "About Ourselves" team discuss the survey.
From left to right: Annette Reader, the Editor, Susan Powell, and the Author.

We Hear That . . .



Phyllis and Maurice aboard *Iberia*.

A DOCKER STEERS FOR THE SUN

Mr and Mrs Maurice Bennett joined *Iberia* on Saturday, 30 August to take a cruise to Lisbon and Ceuta. They won *The Port* newspaper Win-a-Cruise competition and as a prize embarked as guests of P & O. Mr Bennett, who lives at Rainham, Essex has been a docker for over fourteen years in the Royals group and is a branch secretary of NASDU.

NEW CONCEPT IN WORKING HOLIDAYS

The man behind the much praised TV film serial, *The rise and fall of the Third Reich*, has pioneered a new concept in working holidays. Mr David L. Wolper, America's leading documentary film producer, whose film on Hitler's rise and fall was screened recently on BBC1. Mr Wolper travelled aboard *Canberra* from Southampton to Los Angeles, and during the voyage the vessel became a floating production company. Our company went out of their way to provide all necessary facilities and hope that this is the first of many such ventures. During the voyage Mr Wolper used the liner's cinema to screen tests of actors being considered for roles in future productions and looked at filmed location shots. He also worked on scripts, mapping out production schedules, budgets, pre-production arrangements on films, and holding discussions.

Travelling with the director was Sidney Lumet, whose films include *The Pawnbroker*, *The Group* and *The Deadly Affair*. Lou Petersen, the writer, also joined the pair and got down to serious work discussing the book *The Confessions of Nat Turner*, which provoked angry protests from Black Power leaders.

Wolper's party was joined at Nassau by director Mel Stuart and writer David Shaw who worked in liaison with Wolper on *King, Queen, Knave*.

Mr Stuart continued on to Acapulco to work with a further writer, Robert Kaufman on *I love my wife*, and at Acapulco, Irving Ravetch and Harriet Frank Jnr., both writers, boarded to prepare for John Updike's *Couples*. The idea was conceived from Mr Wolper's belief that the best creative work can be accomplished in an atmosphere of relaxation.

COLIN TO THE RESCUE

We hear that six caps, two half cricket balls were found to be missing from *Canberra's* Cricketers' Tavern. As replacements would have taken a minimum of six weeks to obtain if an order had been placed in the ordinary way, Mr Walton, Sports Manager of Chiesmans, Lewisham was contacted, who lost no time in getting in touch with Colin Cowdrey.

Colin wasted no time and succeeded in obtaining eight County Cricket Caps within three days. His telephoning round various manufacturers only produced one cap, so off he went to the Cavaliers Barbados match and went home with the following caps:

England to Australia Cap MCC,

England at Home Cap,

Middlesex County Cap,

Sussex County Cap,

Kent County Cap,

Gloucestershire County Cap (Arthur Milton sent his own),

Worcestershire County Cap,

Warwickshire County Cap.

As a result of Colin's timely action the caps and also the new cricket balls were installed in the Cricketers' Tavern prior to *Canberra's* subsequent voyage.

COFFEE MORNING

We hear from Mr Smith, General Steam's Local Manager in Hull, that on his reading the annual report of the Missions to Seamen, Hull, he noticed that a reference was made to a Mr Peter Dornom whose wife recently held a coffee morning donating the proceeds, which amounted to £15, to the Mission funds.

Mr Dornom is Chief Officer aboard *Pando Strait*.

KRAKATOA—East of Java

A large scale promotion was set up by the Cinerama network of cinemas to launch their new film *Krakatoa—East of Java*.

As a company we were just as keen to gain as much publicity as we could so we joined forces with Cinerama International. When it was learnt that for the Premiere which was shown at the Astoria, Charing Cross Road, a nautical flavour was desired, we immediately considered the idea of having uniformed officers in attendance. Ideas grew from this and as a result a gangway was

erected leading from the street into the main foyer; all the VIP's entering the cinema would have to "come aboard" by means of the gangway.

Chusan was due to arrive in Southampton at noon on the day of the *Première* and was, in fact, the only ship in port at that time. So, with the help of the Fleet Personnel Department the vessel was contacted and asked if there would be volunteers willing to come to London in uniform for the occasion.

We were surprised at the keenness expressed by those aboard and as a result ten officers were detailed for duty. It was agreed that David Saunders, Junior Assistant Purser, would act as the liaison Officer aboard and the ten Officers left *Chusan* at 2.30 in the afternoon being met by Bryan Redsell at the West End Office at 5.30. There they changed into very smart white uniforms before moving on to the Astoria.

At the Astoria the Officers were entertained by senior personnel from Cinerama International before the doors were opened and the audience began to arrive. The ship's company then lined both sides of the gangway and created the nautical effect that was desired.

Needless to say, celebrations followed after the performance, the party arriving back aboard *Chusan* at 3 the next morning.



Guests from the London Passenger Department left to right: Mr and Mrs Len Wilton (Mrs Wilton née Valerie Gosling of the West End Office); Mr and Mrs E. W. Vowles and Mr Len Stuckey.

Miss Sandie Shaw and her husband Jeff Banks arriving at the Astoria Cinema, Charing Cross Road, for the *Première* of the film.



The *Chusan* Officers line the gangway as J. G. Davis comes aboard.

ONE HUNDRED YEARS AGO

Mr L. W. Harford of Lymington has written several letters to me concerning the wrecking of the P & O steamer *Carnatic* off the island of Shadwan during the month of September 1869.

An amazingly detailed and interesting account of the wrecking is included in the obituary of Mr Harford's late wife's uncle, Colonel Sir John Underwood Bateman Champain, RE, KCMG which appears on page 59 of the *Royal Engineers Journal* of March 1 1887.

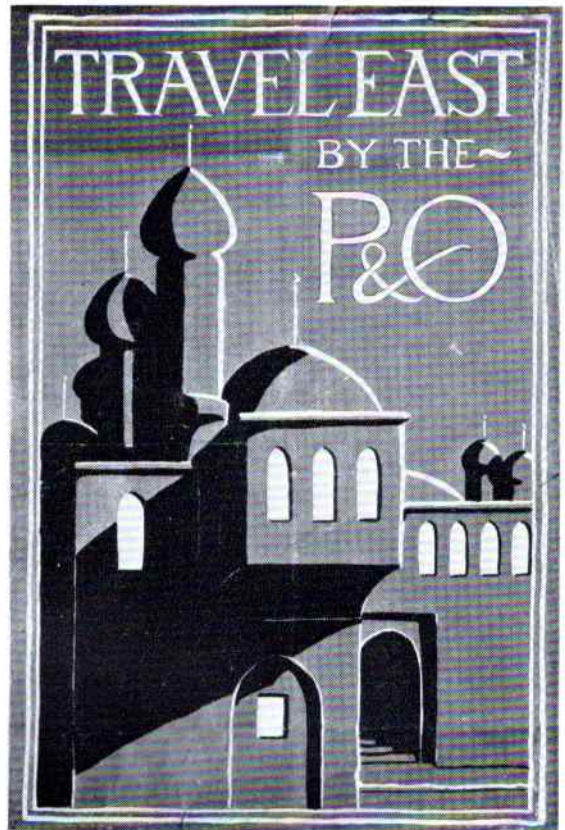
Before venturing on to this account mention should be made of the family's connection with the P & O and BI companies. The late Mrs Harford's father was Rivers Grenfell Currie and it was his sister who married the Colonel. R. G. Currie made his career in India with Mackinnon, Mackenzie & Co., and is understood to have been the head of the Bombay Office when Mrs Harford was born in 1898. She was born in the Burra-sahib's house on Dadysett Hill in Bombay.

Colonel Bateman Champain, who died in his fifty-second year, was a very respected member of the Corps who enjoyed unlimited success in many fields, his finest achievement being the establishment of telegraphic communication with India.

While on his way to India to superintend the laying of that cable Champain nearly lost his life in the P & O steamer *Carnatic*. A letter of his written at the time from which the following extracts are taken, gives an interesting account of the wreck, and like all his letters contains many characteristic touches and expressions:-

"I am scarcely up to writing a very long letter, being pretty considerably tired; but I must scribble a few lines to go on by this mail to England. We have had a most disastrous voyage, and this time yesterday I was some fathoms below the surface of the Red Sea, with little prospect of ever coming up We left Suez on Sunday morning at ten, in the good ship *Carnatic*. At 1 am on Monday morning she ran aground, going 11 knots, on a coral reef, about five miles from the island of Shadwan, close to the bottom of the Gulf of Suez The reef was nearly above the level of low water, but of course buried deep at high water, and therefore no agreeable haven. The pace we were going at took our bows well up the reef, leaving the stern in deep water. We bumped horribly on Monday, but were very jolly and gave no trouble A good number of the passengers wanted to insist on the captain putting us ashore, but I was averse to bothering him, and advocated the principle of sticking to the ship. On Monday night the captain came aft and made a sort of speech, thanking us for our assistance and behaviour. He asked us to nominate a committee to inspect the vessel, and I was one of the party. The weather had become calm. It was far too late *then* to provision the boats and pull to an unknown coast, so we agreed to remain on board another night, on the full understanding that we were to go ashore in the morning. At 1 am on Tuesday (yesterday) the wind rose, and fresh leaks manifested themselves, the water getting up into the engine-rooms and washing freely over the stern. We were all ordered to the fore-castle, and amused ourselves by calculating how long the ship could stand it. The boats were then alongside. Our only women (3) and one child were handed in, and perhaps two or three men, when smash, crash, went the vessel in the middle. I was shot with lightning force, with dozens of other men and at least 300 boxes, a heavy gun, and sundry other unpleasant articles, down a slippery deck at an angle of about 80 degrees. We were plunged into a boiling whirlpool and went under to any depth."

Champain, two Officers and three Chinamen set sail in a life-boat endeavouring to intercept a passing ship. They succeeded, and the *Sumatra* later picked up all survivors.



A reproduction of the original art work.

OUR YESTERYEARS

Readers of the last edition of *About Ourselves* will probably recall the photo feature on historical company posters.

By coincidence, towards the latter part of August a letter was received from a Mrs Rosemary Beadle who, for six years was a Nursery Stewardess on *Orsova*. Many will recall Miss Rosemary Sheldon, as she was in those days, who, in May 1966 married Ernest Beadle, a Deckman from the same vessel. Rosemary now has a son Ian Timothy born on 7 May this year, and we would take this opportunity of offering our sincere congratulations sending, at the same time, our best wishes for the future.

Enclosed in the letter was the original art work of a poster designed by her mother in 1920 when she was an art student. Apparently she entered a poster competition for a Shipping Company, and it was thought a good idea if we reproduced her entry, so that a comparison could be offered with the poster which appeared about 1925 which was reproduced on page 34 of the September 1969 edition.

THE BRITISH SHIP ADOPTION SOCIETY

We have heard that Captain Dallas recently visited the Milford-on-sea Primary School, Lymlington on three

occasions. The Captain maintains a close personal link with this school taking opportunities of speaking about his latest voyages in *Canberra* and answering the children's questions. On his latest visit he presented souvenirs from different countries, including beautifully made Japanese dolls depicting characters from famous Japanese plays, a model Chinese junk, books about ships, together with several photographs and pictures. We hear also that once again the Cloudesley School for physically handicapped children in London have been the recipients of a generous monetary gift, this time for £50, from the personnel on board their adopted ship *Arcadia*. This cheque followed a gift sent during the previous month of £65! This came just in time to announce at the school's prize giving and, no doubt, like the previous gifts will be used for providing special outings for the pupils.

HARVARD PASS OUT

Mr P. E. Parry graduated from the 56th session of the Advanced Management Programme (AMP) of the Harvard University Graduate School of Business Administration on 25 July, 1969.

The class included 90 men, among them company executives, military officers, and staff members of various government agencies. The class studied at the Business School in two sessions, in the summer of 1968 and the summer of 1969.

Designed to prepare senior executives to exercise top-management responsibility, the Advanced Management Programme dates from 1953.



From left to right: Mark Cameron, David Kallady, Franco Camarri and Kym Trethewey after they had been sworn Freemen.

JUNIOR MIXED VISIT

Some little time ago in the early Autumn a party of school children from Tonbridge, Kent, between the ages of seven and eight years visited *Iberia*.

As is usual on such occasions, the children write and thank the company individually, at the same time, expressing sometimes quite profound views on ship-board life.

Every now and again a classic comes up and I feel that the letter printed below is worthy of a place in our magazine. Please bear in mind when reading this delightful letter that the child has only been at school for two years.

ss Iberia

We arrived at Tilbury just before two o'clock. We walked along side the ship and up the gangway and on to the ship. There we met our guide. First we were shown a swimming pool. My friend Claudia before she had seen the pool asked me how much water there was and then she looked in it we both laughed because there was none. Then we were show some places for the passengers. We were shown the library the lounge and the writing room. The chairs in the writing room were rather low and the tables to high. In the lounge I had a nice rest in a comfortable chair. We could not go in the library because it was being cleaned. There was a nice waiter called Lionel but I called him Lino. On the decks there were lines and circles they were for deck games. When we were on the top deck I looked down and the people on the ground looked like dolls. Before we went home we had tea in a first class dinning room and Mr Rouch said, "first class manners please!" When the waiters poured out the tea lots of them came to my table and put down lots of tea pots. I enjoyed it.

Master G. Foulger

ESCOMBES UNDER SIEGE

Mr H. G. R. Porter, a Director of Escombe, McGrath & Company, Southampton recently produced a set of staggering statistics. Between 31 July and 3 August inclusive, Escombes handled 8,455 passengers who either embarked or disembarked from 210,000 gross tons of P & O shipping.

Well, what do you know!?

YOUNG FARMERS HONOURED

Four of this year's party of young Australian farmers have become the first overseas members of the Worshipful Company of Farmers. The four who have been welcomed into Yeomen membership are Franco Camarri, Mark Cameron, David Kallady, Kym Trethewey. Because of the company's rules it was not possible to extend membership to the two girl Award winners, Robyn McDonald, Jeanette Leonard.

The Company also sponsored their four newly elected Yeomen members for the Freedom of the City of London. Their applications were accepted and the honours were conferred shortly before the party left for Australia in *Iberia* which sailed from Tilbury on 16 September.

PERSONAL NEWS

HONOURS

We congratulate:

MR T. RICHMOND, Plumber *Canberra* on being awarded the BEM in the New Year and Birthday Honours Lists, 26 Sep 1969.

Mr William Rodgers, Minister of State, Board of Trade (centre) presents Mr T. Richmond with his award. With Mr Richmond is his wife, Mrs Joan Richmond.



21st BIRTHDAYS

We send congratulations and good wishes to the following who celebrated their 21st birthdays on the dates shown:

MR R. D. ANDREWS, Freight Sales, 4 Jun 69.

MISS M. R. BARLOW, Freight Administration, 16 Jul 69.

MRS J. D. BYSOUTH, Freight Conference, 21 May 69.

MR R. E. CHEYNE, Passenger, 1 May 69.

MISS C. CLABROUGH, Passenger, 31 Jun 69.

MR A. J. COOK, Passenger, 5 May 69.

MISS P. A. CROSS, Management Secretary, 4 May 69.

MISS P. A. GARDNER, Passenger, 19 May 69.

MISS C. GRAMMAR, Accounts, 15 Feb 69.

MISS J. M. GRIST, General Shipping Division, 6 Feb 69.

MR A. S. HASELDINE, Passenger, 3 Jun 69.

MISS M. HOTACK, Punch Card Unit, 10 Jun 69.

MISS V. A. JENKINS, Freight Administration, 21 May 69.

MISS M. M. JOHNSON, Group Accounting Division, 5 May 69.

MR S. C. MCINTOSH, Cargo Superintendent's Office, 8 May 69.

MISS S. MATTHEWS, Container Fleets, 22 Jun 69.

MISS S. A. MILLER, Passenger, 10 Jun 69.

MR T. K. MORAN, Computer Bureau, 27 Mar 69.

MR A. WALLACE PANNELL, Passenger, 14 Feb 69.

MISS J. I. SALMON, Fleet Personnel, 13 Jun 69.

MR T. G. SAWYER, Passenger, 3 Jun 69.

MISS J. H. SINGLETON, Steamers Shops, 1 Mar 69.

MISS R. SUMMERFIELD, Passenger, 23 Apr 69.

MR G. R. TALLEY, Secretary's Office, 27 Feb 69.

MISS J. M. TERRY, Group Accounting Division, 12 Apr 69.

MISS S. M. WILLIS, Training, 3 Jun 69.

ENGAGEMENTS

We congratulate:

MR MALCOLM R. PEGG, Pay Dept. on his engagement to MISS VALERIE WINN, 13 July 1969.

MARRIAGES

We congratulate:

MISS SHEILA J. BLOOMFIELD, Staff Department on her marriage to MR ROGER W. ALLEN of Ilford at Enfield Baptist Church, 4 Oct 69.

MR JOHN B. FAIRGRIEVE, Second Officer, *Pando Head*, on his marriage to MISS SHEILA M. MITCHELL of Greenock, Renfrewshire, Scotland, at the Old Kirk, Greenock, 29 Jul 69.

MISS MAVIS EUGENIE GAY, Cash Dept. West End on her marriage to MR KENNETH JOHN RIDER, Cruising Accounts Dept. West End, at St Nicholas Church, Elm Park, Essex, 4 Oct 69.

DR P. J. GORMLY, Surgeon, *Himalaya* on his marriage to MISS LORRAINE MARSHALL IRVING, at Scots Church, Adelaide, 1 Aug



Mr and Mrs John B. Fairgrieve after their wedding.



Dr and Mrs Peter Gormly after their wedding at Scots Church, Adelaide.



Mr and Mrs David Montgomery after their wedding.

69. P & O was also connected at the wedding through groomsman Peter Murray of Elder Smith Goldsbrough Mort Ltd, P & O's Agents in Adelaide.

MISS A. MANNING, Passenger Department, on her marriage to MR L. COLVILLE at St. Peters and St. Edwards Church, North Woolwich, 6 Sep 69.

First Electrical Officer	Beck, M. J.	Wiles, B.	Dunford, R. J. H.	Davidson, A. C.	Smyth, J.	Caughley, W. G.	Roberts, W. T. (Actg)	Ironsides, J.		
Second Electrical Officer	Jones, M. J.	Cheetham, J.	Hutchinson, I.	Wood, J. R.	Newton, J. T.	Thompson, D.	Bickford, D. G.	Fiddling, K.	Struthers, A.	
Junior Second Electrical Officer	Boeyer, R. V. Hutchinson, J. Spurring, R. R.	Loosen, G.								
Assistant Electrical Officers	Robertson, A. M. Hill, D. Hampson, D. H.	Hodson, C. J. Jessop, B. Dobson, G. W. Marshall, P. L. Hammond, J. R. Kenney, B. J. Steadman, H.	Pepper, P. D. Wright, M. J. Harding, D. M. Machin, N. T.	McKinnon, I. Saunt, M. J. McMullen, J. Latham, J. B.	Howe, E. D. Cameron, D. Carlisle, R. J. D. Tremain, I. J.	China, D. R. Cooke, I. J. O'Grady, J. S. Gibon, C. J.	Carlin, D. M. Hart, J. E. Ryan, R. Noble, D. W.	Kirk, R. C. Collins, R. A.	Turrell, R. C. Streames, R. M. Worsley, J. Smith, G. P.	
Ventilation Officer										
First Refrig. Eng. Officer	Fricker, D.		McGuffie, E.	Long, P. J.	Cloughton, C. W.	Robertshaw, P.	Taylor F.	Baxter, M. J.	Ross, A.	
Jr. First Refrig. Eng. Officer	Clayton, P.	Stewart, A. G.	Stuart, W. P.	Mills, E. H.		Flaherty, K.				
Second Refrig. Eng. Officer	Buxton, C. B.		Lyne, G. J.	Kenyon, P. A.	Collins, M. H.	Clare, P.	Tanner, D. J.	Alcock, G. G.	Brown, P. F.	
Snr. Second Refrig. Eng. Officer										
Jr. Second Refrig. Eng. Officer	Chilton, B. (Actg)		Cook, K. F.	Gray, J.					Gentle, C. J.	
Third Refrig. Eng. Officer	Finch T. (Actg)	Curzon, P. D.	Burton, D. F.	Williams, M. L.	McNicholas, M.	French, K.	Guillford, K.		Gayler, W. R.	
Jr. Third Refrig. Eng. Officer	Dawson, R. D.				Hall, C. C.	Henwood, C.	Kerr, G. D. Evans, K. Muntz, R. F.			
Boilermaker	Lloyd, D. P.	Higgins, K. Hunter, P. J. Turner, P.	Woolett, M. J. Mullen, B. Crouse, M.	Davies, E. C.	Martin, R. W.	Stringer, R.			Crouch, R. W.	
Purser	Wyeth, L. C.	Tonks, B. R. Flint, K. J.	McGregor, P. A.	Simpson, J. C.	Williams, R. A.	Buy, J. H.	Arkieson, A. P.	Blurton, D. C.	Brown, R. S.	
Tourist Purser		Hodgeman, G. P.	Pollard, T. M.	Parker, J. R.	Harries, R. M.	Holton, C. D. R.	Jennison, P. C.	Jones, I. R.	Belsher, A. S.	
Deputy Purser	Hale, A. G. (Admin) Miles, M. G. (Catering) Aspin, K. W. (Accom)									
Snr. Assistant Purser	Henchoz, I. D. (Catering) Rutter, R. W.			Smart, M. F. Bonham, J. S.	Keating, J. D.	Hawkesworth, M.	Webb, P. E.	Tilby, P. J. W.		
Assistant Purser	Nicholls, R. K. Price, M.	Pearce, D. S. Symons, C. R.	Hawker, M. J. J. Phillips, D.	Bull, K. R.	Hustwitt, J. J.	Cardnell, E. J.		Hooper, C. H.	Heap, G. L. Coulter, M. J. Saunders, D. L.	
Junior Assistant Purser	Cameron, A. G.	Atkins, J. M. Burr, R. B. Pratt, P. J. L.	Robinson, P. C.	Collins, D. J.	Tutton, P. A. D. Bonning, H. B.	Melson, C. Chirgwin, H. W.	Walsh, J. M. Blazdale, B. J. Leck, J. D.	Andrew, M. W.		
Purser Cadets				Eveleigh, D. M. Leslie, H.	Sparks, K. F.	MacFarlane, B. J. McCaughy, R. R.	Walters, M. H. Woodroffe, R. J.	Goldring, A. Harrap, T. R.		
Woman Snr. Assistant Purser	Whitmore, A. R.		Salmon, S. J.						Traies, S. M.	
Woman Assistant Purser		Kiy, V. J. Powell, D. Kat, C. G. N. Ramage, L. E.	Watling, C. D.	Forbes, M. M.	Blackburn, L. M. Harwell, P. J.	Dirks, J. C. Cochius, M. H.	Ooyevaar, I. Becker, E. P.			
Woman Jnr. Assistant Purser	Fisk, P. A. Angrave, G. L. Van Der Wel, G. M. Bakker, A. M. Bishop, A. E. Mitchell, J. F. Lacey, J. A. Collins, S. T. Turner, J. R. Furniss, S. S.	Woodroffe, D. M. R. Rooke, J. Moore, C. J. Davies, J. C. Ritman, J. C.	Evans, P. M. McLennan, A. M. Walbrecht, W.		Blackley-Goble, P. J. Wilschut, H. M. Usher, P. R.	Dunnett, A. V. Wijsman, G. J. H.	Armstrong, S. J. Newborough, S. A.	Goldsmith, D. K. Doyle, A. V.	Jardine, V. E. Chandos, S. J. McDougall, M. Dijkstra, A. C.	Leenknecht, H. L. M. Slade, C. J.
Travel Adviser										
Entertainment's Officer First Class	Isaacson, J. W.	Winsall-Hall, W. G. C.								
Entertainment's Officer Tourist Class	De Lyle Turner, C.	Sharp, D. R.	Riley, J. J.	Terry-Allison, W.	Diggins, J. M.	Sheen, C. E.			Thiele, L. N. Hall-Green, D. A. McCleery, F. M. Browne, L.	
Hostess First Class	Dorrel, R. G.	Ward, J. B.	Spilsbury, R. A.	Hunt, L. E.	Edward-Jones, H. C.	Robertson, D. J. B.	Pinks, J. M.	Lynch, J. P.		
Hostess Tourist Class	Cox, G. A.	Worton, J.	Hymus, L. G.	Jackson, P.	Webb, S. P.	Booth, J.	Chambers, E. M. Fox, D. M. MacRea, A. D.	Dillon, N. A. Blamire, S. M. Moss, S. M.		
Children's Hostess First Class		Bretherton, H. M.	Ealand, Z. J.	Griffin, R. M.	Yates, A. M.	Barker, S. M.				
Children's Hostess Tourist Class	Slorach, A. P. McVeen, M.	Barringer, H. L. Davis, G.	Sheppard, M. I. Nickson, E. J.	Allen, P. M. C. Sharpe, M. M.	Sinfield, L. J. Gepp, P. D.	Grahame, E. A. Nelson, H. M.	Priston, M. J. White, R.	Robertson, E. J. Moss, A.	Simister, J. M.	
Chief Steward First Class		Boreham, A. W.	Timmings, S. M.	Boxall, R. A.	Delow, K. E.	Standing, R. W.			Walker, I. L.	
Chief Steward Tourist Class		Hodgskin, W. J.					Picking, A.	Rendle, G. M.		
Chef	Kinsella, S.	Mincham, G. A.	Mitchell, M.	Cox, J.	Manzi, L.	Cornwell, H.	Rogers, G. H.	Rogers, D. J.	Bayne, D. J.	

FLEET LIST

(as at 15 September 1969)

	Strathardle 13,057 tons	Strathbroa 12,539 tons	Strathconon 12,529 tons		Cathay 13,790 tons	Chitral 13,790 tons
Captain	Snowden, E.	Blois, D. P.	McGowan, G., R.D., R.N.R.	Captain	Reed, P. C.	Cowen, E.
Chief Officer	Townsend, S. W.	Pearce, R. J. S.	Hellyar, F. C. P.	Chief Officer	Hayward, P. E.	Jackson, P. B.
Second Officer	Laurie, M. A. C.	Noakes, J. J.	Turner, P. M. S.	Second Officer	Spread, R. J.	Moore, R. M.
Junior Second Officer				Junior Second Officer	Smith, R. M.	Johnson, P.
Third Officer	Clark, P. S.	Woodhead, J. W.	Ellison, R. C.	Third Officer	Renshaw, G. W.	Stoddart, C.
Junior Third Officer				First Radio Officer	Gibson, K.	Sloan, J. F.
Fourth Officer	Stutt, I. C.	Wilson, P. G.	Clowes, M. R.	Second Radio Officer	Blyth, J. I.	Plant, T.
Radio Officer	Gaston, B. A.	Rice, J. D.	Watson, J. D.	Trainee Radio Officer		Scott, M. L.
Junior Radio Officer				Surgeon	Wheatley, P. R.	Henry, R. C.
Trainee Radio Officer	England, G. C.	Lawrance, A. J. S.	Hovden, B. T.	Nursing Sister	Wood, J. A. C.	Berrick, E.
Chief Steward	Tracey, J. T.	Pattenden, F. J.	Waterman, A. J.	Carpenter	Brookbank, J.	Pike, J. F.
Carpenter				Plumber	Costello, P. T.	O'Neill, P.
Cadets	Reynolds, J.	Littleton, J. E.	Grove-Hills, R. E. C.	Cadets	Hart, R. C.	Timm, S.
	Jackson, S. A.	Champion, M. R.	Deer, B. L.		Courtney, A. P.	Boulton-Lea, D.C.
	Norton, P. H.	Duguid, D. R. A.	Waite, J. B.		Thomson, I. R.	Knight, C. D.
	Quance, J. W.	Jeffrey, K.	Van Bronswijk, J. F.		Lakin, J.	Westgarth, J. P.
				Chief Engineer Officer	Weaver, D. F.	Hibbert, D. R.
				Second Engineer Officer	Juniper, P.	McConachie, W. G.
				Junior Second Engineer Officer	Gough, A. W.	Tatton, R. A.
				Third Engineer Officer	Orwin, B.	Hawker, R. A.
				Junior Third Engineer Officer	Dixon, C. T.	Officer, T. A. J.
				Fourth Engineer Officer	Parker, J. R.	Churchill, P. G.
				Assistant Engineer Officer	Lawrance, E. B.	Hopkinson, D. I.
					Kernan, R. G.	Daniels, T.
					Pace, J.	Hewitt, H. K.
				First Electrical Officer	Henderson, I.	Clayburn, R. B.
				Second Electrical Officer	Sumner, R. R.	Sumner, A. S.
				First Ref. Eng. Officer	Brady, J.	Niblett, P. J.
				Second Ref. Eng. Officer	Barnett, W. H.	Whicker, M. C.
				Purser	Staddon, M. P.	Bennett, P.
				Sr. Assistant Purser	Milford, J. M.	Newbold, B. E.
				Children's Hostess	Brown, L. C.	Lambourne, C. R.
				Chief Steward	Shubert, H. W. G.	Roberts, A.
				Chef		

P & O RADIO OFFICERS IN TRIDENT TANKERS

Ardaraig, Walton, J. F.; *Busiris*, Allen, M. F. (Jr.); *Ellenga*, Parkinson, M. (Jr.); *Ellora*, Page, B. C. (Jr.); *Eridge*, Astley, C. (Actg.); *Eridge*, Towers, E. W. (Trainee); *Erne*, Cochrane, J. K.; *Garonne*, Burke, A.; *Grafton*, Taylor, M. (Actg.); *Heythrop*, Busby, A. (Actg.); *Maloja*, Raven, T. L.; *Maloja*, Bolinger, R. E. (Trainee); *Malwa*, Hird, S. (Jr.); *Mantua*, Houston, B. C. (Jr.); *Megna*, Lownsborough, R. G. (Jr.); *Opawa*, Pulman, M. L.; *Opawa*, Hilliard, D. A. (Trainee); *Orama*, Dunn, A. (Jr.); *Orana*, Hobson, D. (Trainee); *Orissa*, McBride, V.; *Orissa*, Lloyd, F. I. (Trainee); *Ottawa*, Enrico, P. C. A. (Second); *Ottawa*, Geeson, A. (Trainee); *Quiloa*, McLaren, N. O. S.; *Talamba*, Robson, D. E. S. (Jr.).

MR D. G. MILLER, ex-Assistant Purser, *Orsova*, on his marriage to MISS SUSAN HAYES, ex-Woman Assistant Purser, *Orsova*, at Laleham on Thames, 12 Jul 69.

MR DAVID MONTGOMERY, ex 3rd Officer *Pando Strait*, on his marriage to MISS DIANA WARNER, ex W.A.P. *Orsova* at The Church of St. Michael, Paternoster Royal, London, 17 May 69.

MISS J. SHARMAN, Passenger Department on her marriage to MR G. FITZGERALD at St. Margaret's Church, Barking, 12 Sep 69.

MR CHRISTOPHER SUTTON, Conference Dept. on his marriage to MISS JACQUELINE ROWLSTONE, also of Conference Dept., at St. Peter's Church, Lee, 6 Sep 69.

BIRTHS

We congratulate:

MR. J. BARRIE GRIFFITHS, Recruitment Officer, Staff Dept. and his wife Patricia, ex Nursing Sister *Orsova*, on the birth of a daughter, Clare Barrington, a sister for Mark, 26 Jul 69.

MR M. P. JOLLY, Assistant Electronics Inspector and his wife Daphne on the birth of a son Peter Michael, 4 May 69.

MR. B. E. REDRUP, Property Division and his wife Margaret on the birth of a son Peter John, brother to Joy and Michael, 23 Jul 69.

MR. R. D. STILL, Group Accounting Division, and his wife Joan on the birth of a daughter, Katherine Joan, a sister for Matthew, 22 Jun 69.

MR. MICHAEL M. TAYLOR, Editor, and his wife Veronica on the birth of a daughter Rowena, 13 Oct 69.

RETIREMENTS

BARKER, J. F., Accounts Dept., born 06, Joined Coy. 24, was in Accounts Department throughout his forty five years, his father also served with Coy. 47 years, ret. 31 Oct 69.

DASNIERES, A. J., Accounts Dept., born 09, joined Branch Line 29 transferring to P & O 31 when the separate Branch Line office was closed, was in Accounts Dept.

throughout his forty years with service in the R.A.F. from 43 to 46, for last ten years of his service he was General Accounting Section Leader, ret. due to bad health 31 Oct 69.

FISH, E. C., Storekeeper, Linen Room in Maintenance Cost, born 14 Jul 10, joined Duncan Walleet 1 Oct 48, transferred to P & O when P & O took over responsibility 66, ret. 31 Oct 69.

GREAVES, J., Security Patrolman, born 16 Jan 04, joined Orient Line Aug 26, served as Donkeyman on *Ormonde*, transferred to *Oronsay* and *Orion* as a Greaser, then served on *Orcades* and *Orsova*, appointed Security Patrolman at Tilbury May 65, ret. 31 Oct 69.

HARROWER, J., Technical Assistant to the Assistant Superintendent, born 11 May 05, joined Coy. 6 Dec 28 as Electrical Officer 28-54, ships include *Viceroy of India*, *Chusan*, *Arcadia*, transferred to Shore Staff as Inspecting Electrician Tilbury Docks May 54, returned to Engineers Department Tilbury as Technical Assistant Apr 68, ret. 31 Oct 69.

HATCH, R. C. F., Marine Dept., joined Coy as Navigating Cadet 27, transferred to Shore Staff, Passenger Dept. 30, returned to sea as Assistant Purser 32, returned to Shore Staff to Marine Dept. 42, ret. 31 Oct 69.

KING, I. K., Central Allotment Control, joined *HMS Worcester* as P & O Sponsored Cadet 23 later serving in *Padua*, *Peshawur*, *Narkunda*, *Mongolia* and *Ranchi* before coming ashore and joining Passenger Dept. 34, spent a considerable amount of his career in West End Passenger office first in the main Booking Hall and later in the Passenger Co-ordinators Dept. which he was instrumental in forming, awarded OBE for his services in the Allied Landings in Sicily during the war in 45, ret. 31 Jul 69.

MABEY, A. W. J., Maintenance Cost, born 23 Jan 11, joined Coy. 21 Mar 32, until Sept 62 was attached to Maintenance Dept. and held the position of Foreman, due to ill health was transferred to Repairs Section of Cost Accounts, later known as Maintenance Cost, ret. 31 Oct 69.

MAYHEW, H. W., Purser born, 5 Dec 09, joined Coy. 28 Aug 25,

ships include *Corfu*, *Strathnaver*, *Empire Fowey*, ret. 1 Oct 69.

MORRIS, G., Staff Chief Steward, born 06, joined sea staff 5 Oct 23, ships include *Maloja*, *Strathaird* *Mongolia* as Assistant Steward, Laundry Steward, Laundryman and Second Steward, promoted Chief Steward 46, ret. 31 Oct 69.

PENNEY, F. H., Accounts Dept., born 09, joined Coy. 27, was in Accounts Dept. throughout his forty two years apart from service in the Royal Engineers from 43 to 46, from Jan 63 until his retirement he was Assistant Head of Accounts Dept. with special responsibility for Passage Money Accounting, ret. 31 Oct 69.

RAY, H. J., Baggage Foreman, born 12 Nov 11, joined Coy. 3 May 48, as Messenger, West End, transferred to Freight Dept. as Assistant Baggage Foreman in the Docks 52, ret. 31 Oct 69.

ROLT, R. D., West End Manager, born 8 Oct 09, joined Coy. Sep 27, served in Passage Dept. and Passenger Dept. appointed Passenger Manager West End Office May 60, and West End Manager Feb 67, ret. 31 Oct 69.

SIMPSON, D. K., ACCA, born 06, joined Coy, 32, served in Accounts Dept. apart from a short spell in 46 with Officers' and Fuel Dept., from 43 to 46 was in the RAF and saw service in India, played cricket and golf many times for the Coy., ret. 31 Aug 69.

STILL, L., Assistant Store Keeper, Maintenance Cost Dept., born 30 Oct 04, joined Coy. 31-39, rejoined 49 and was relief Linen Keeper in the Pursers Dept. at the docks until 64, transferred to KGV Dock as Winchman until May 67, ret. 31 Oct 69.

STONE, G. S., Head of Export Baggage Section, born 21 Jun 07, joined Coy. Jan 24, held positions in Cash & Baggage, Pursers Cash, and Cargo Supts Dept., ret. 31 Oct 69.

TURNNIDGE, D., Dock Cashier, KGV Dock, born 06, joined Coy. Jun 24, attached to Marine Dept. 25, transferred to Cash and Baggage Dept. from 25-60, on amalgamation with Orient Lines he was made Dock Cashier, ret. 31 Oct 69.

WYATT, R. C., Company Civil Defence Officer, born 7 Mar 08, joined Coy. Apr 29, at sea 29-32, transferred to Shore Staff Passenger Dept. 32-41, joined Marine Dept. 45, ret. 31 Oct 69.

DEATHS

BAILY, C. A., OBE, TD, Head of Import Freight, born 10 Jul 87, joined Coy. Jul 00 at the Docks as a Clerk, took position as Clerk at Australia House Jun 29 (1 Jun 40 joined Army) returning to Australia House 6 Aug 46, appointed Head of Import Freight, ret. 31 Jul 49, died 14 Sep 69.

BLELLOCK, R., Chief Engineer Orient Line, born 24 Apr 84, ret. 1 Aug 45, died 7 Apr 69.

BUTLER, B., Foreman Painter, Tilbury, born 1 Dec 88, ret. 31 Dec 55, died 21 Jul 69.

CATHCART, A. F., 2nd Steward Tourist, born 16 Oct 97, joined Coy. 26, ships include *Stratheden*, ret. 9 Oct 97, died 27 Aug 69.

HILL, W. E., born 17 May 72, joined Coy. 88 as a Clerk in the Stores Dept., entered Branch Service 10, ret. 31 May 23 on grounds of ill health, died 27 Jul 69.

KING, G., Assistant Freight Administration Manager, born 26 Feb 12, joined Coy. Nov 30, died in service 27 Aug 69, leaves a son and a daughter.

MILNE, L. G., Naval Architect, born 22 Aug 35, joined Coy. 31 Aug 65, died of Leukaemia 26 Oct 69, leaves a widow and three children.

MILTON, J. G., Barkeeper *Orcades*, born 1 Feb 04, joined Coy. 24 Nov 28, ret. 25 Dec 62, due to ill health, died 22 Jun 69.

MOYNHAM, G., Bedroom Steward, *Carthage*, born 22 Feb 87, joined Coy. Dec 04, ret. 19 Aug 53, died 1 Jul 69.

SATTERLEY, W., Former Superintendent Purser, born 31 Mar 77, joined Coy. Aug 02 as Assistant Purser, appointed Inspecting Purser 22, then Superintendent Purser 29, ret. 1 Nov 39, died 11 Aug 69.

SEWELL, H. E., Shed Clerk, born 5 Mar 80, joined Coy. 1 Mar 20, ret. 31 Dec 46, died 27 Jul 69.

SMITH, F. C., Quartermaster, *Canton*, born 23 Nov 83, joined Coy. 14, ret. 16 Mar 49, died 17 Aug 69.

THOMSON, J., Chief Engineer, joined Coy. as a Junior Engineer 19 after serving in the Army in France in World War One. An RNR officer, he volunteered for duty in "Q" ships at the start of the last war, promoted Commander (E) 41, served on combined operations and planning staff and became Senior Engineer Officer Combined Operations India, awarded the Reserve Decoration, returning to P & O 48, ships include *Empire Fowey*, *Arcadia*, ret. 58, died 24 Mar 69.

TINGEY, W. W., Cargo Clerk, born 19 Jan 87, ret. 31 Jan 53, died 4 Sep 69.

VEYSEY, G. P., Chief Steward, *Strathmore*, born 23 Aug 01, joined Coy. 19 Dec 24, ret. 2 Dec 61, died 24 Jul 69.

WIGG, H. W., Chef, *Orontes*, born 9 Oct 83, joined Coy. 09, ret. 31 Dec 47, died 1 Sep 69.

OBITUARIES

A. V. HEARNE

Arthur Hearne died on 1 April 1969.

He joined P & O SN Co. on 3 May 1965 as Deputy Head of the Group O & M Department, in which post he served until his last illness.

He will be remembered, not only as a truly efficient O & M man, but also for his humanity—when working on assignments he never forgot that he was working for and with people, and his kindness and sincerity contributed greatly to his success.

The Company is the poorer for his passing.

G. C. KING

It was with the greatest regret and sorrow that we heard of the tragic loss of Gordon King on 27 August. Gordon joined the company straight from school and was immediately posted to the old Purser's Stores Department where his main job was to ensure that stores safely reached the yacht belonging to the first Earl of Inchcape. After a comparatively short time he transferred to the Freight Department, where he spent the remainder of his career. During his years on Freight work he became an acknowledged expert on transshipment matters as well as the clearing and forwarding of Personal effects and parcels.

His willingness to help or advise his colleagues and his quick defence of anyone in need will be sadly missed.

Our deepest sympathy goes out to his wife, Frances, whom he met and married whilst they were serving with HM Forces in the Middle East, and his son and daughter.

V. H. FENNEY

With his numerous friends ashore and afloat there can be included a great number throughout our Agencies on the Continent and in Australia and the Far East, who will be sorry to learn of the death of Vernon Howard Fenney, after a short illness in a Nursing Home at Hove, on 11 May 1968.

His dynamic character and enormous fund of amusing stories and reminiscences, with his aptitude for the quick retort and repartee enlivened the proceedings in any Company, and endeared him to many.

He was born on 15 July 1883 and received his education in Solihull. Leaving school he was taken by his parents to stay with relatives in the United States of America.

On returning home a year later he was bent on going to sea and became apprenticed in sail, his first ship being the *Thistle*. This was the first of many voyages he was to make around the Horn, on one occasion being stranded

in the Antarctic for six months during which no news was known of his precarious position.

After approximately five years in Sailing Ships he joined the Company in November 1905 and was appointed Fourth Mate to the *Banca*. Later he was, for a time, in the *Salsette* on the mail service which then operated to and from Brindisi and Egypt.

His sea service, however, was cut short as a result of an eye defect and he was transferred to the Shore Staff joining the Freight Department on 11 August 1911.

In the First World War he obtained a commission in the Royal Engineers and was stationed at Richborough, near Ramsgate where a military port had been established and became an Officer on the train ferry operating from that port conveying service supplies and personnel to Calais and Dunkirk.

In the Second he did his stint as a Fire Watcher at Head Office, his long service ending with his retirement as Freight Manager on 31 December 50.

He was married on 23 December 11 and his wife, Maud, survives him.

LETTER TO THE EDITOR

P & O Lines Limited
Tilbury Dock
Essex

Dear Sir

On the day when Tilbury Office becomes non-operational and our link with the ships at an end, I do want to thank all those, both retired, at sea and ashore, who have contributed so generously to the Retirement Presentation which was made to me on their behalf on board *Himalaya* on the 8 October by Mr M. V. Bradford, Chief Officer.

Most of my working life, since joining *Worcester* in 1925, has been connected with the London River and so I am going to look for a painting of the Lower Reaches which will be a reminder, both of the scene I know so well and of the many friends whom it has been my good fortune to know.

Yours faithfully,
R. C. E. Hatch



"We ain't dun nufink—'onest!"

Edward (Ted) Manning, a Commissionaire at P & O Building was formerly with the Metropolitan Police. He made this sketch on remembering some East End characters which he came across whilst "on the beat".

European Cruise Development- big market breakthrough

P & O Lines' biggest passenger market development exercise since the inauguration of the Pacific Service 15 years ago got off to a flying start in September in Amsterdam.

In 1970 the Company is to operate 17 cruises out of Continental ports—four by *Chusan* out of Amsterdam and 13 by *Chitral* out of Genoa. A carefully planned publicity campaign broke on an expectant Continental market on 14 September when a full scale Press Conference was held at the Hotel de l'Europe in Amsterdam. The Press Conference was attended by nearly forty of Holland's top journalists. Our problem was to present to them in a novel way, news of our Continental cruise plans (as certain information had already leaked); in order to ensure the sort of coverage we needed a new angle was essential.

Fortunately for us, the Port of Amsterdam Commercial Development Office had decided, having had the special spur by our Amsterdam based cruises, to build a new £4 million-plus

Passenger Terminal. Mr B. van der Bilt, Managing Director of the Commercial Development Office agreed to make the announcement at our Press Conference. This gave the Press some really hot news on which our cruise programme could ride.

After the Press Conference, the London team headed by Mr J. G. Davis, boarded a canal boat and headed for the Willet Holthusen Museum—one of Amsterdam's many famous museums—where they were received by the Burgermeester, Dr Samkalden. To mark the occasion, the Burgermeester presented to Mr Davis on behalf of the City of Amsterdam, a beautiful antique "Likeurkelder" or "captain's bar"—a small carved teak chest about the size of a sewing machine box suitably filled with young and old Geneva and glasses.

Midway through the reception, the British Ambassador, Sir Peter Garran, dropped in for a few minutes having driven all the way from the Embassy in The Hague. Sir Peter stayed



Jim Davis hands Godfried Bomans an original Dickens manuscript with Guus Oster (left) looking on.

The original Dickens' letter written in the third person which read as follows: "Mr Charles Dickens . . . regrets that his occupations render it quite out of his power to comply with the request of the Committee of the City of London Hospital for Diseases of the Chest."

*Mr Charles Dickens presents his
compliments to Mr Brown, and
regrets that his occupation
renders it quite out of his power
to comply with the request of
the Committee of the City of
London Hospital for Diseases
of the Chest.*

*Benson's Tuttle
Trent Street, London*

The original Dicken's letter

for over an hour. It was not the first time that he had attended a P & O function in Holland and on the occasions when we have met him before, someone must have made a good "sales pitch", as Sir Peter is booked to sail in *Chusan*, January, for a retirement voyage.

The biggest coup of the Dutch publicity programme was undoubtedly an hour-long television show screened on 29 September by NCRV—Dutch National Television.

The programme was recorded at the KNSM Passenger Terminal in Amsterdam and featured Jim Davis, Guus Oster, Director of Netherlands Comedy Theatre, and Godfried Bomans—Holland's most popular TV compère.

During the programme, three Dutch girls competed for a job as a Woman Assistant Purser, giving plenty of opportunity for "plugging" the 1970 Continental cruise programme.

Highlight of the show for Godfried Bomans—Founder and President of the Dickens Society, Holland—was the presentation to him by Jim Davis of an original Dickens manuscript unearthed in London the day before the programme, and mounted on a plaque inscribed, "To Godfried Bomans from his friends and admirers in P & O Lines."

The show had an audience of about 4½ million—remarkable in a country whose population totals only around 11 million.

STOP PRESS

OF SHOES & SHIPS

We have just heard that we co-operated with Dougill & Hastings, Norwich, in providing a nautical display for their premises in conjunction with the two week Spring and Summer Footwear Exhibition.

The premises of Dougill & Hastings took on a distinctive nautical look with a large scale model of *Oriana* on display in the entrance hall, together with an extensive display of pictorial material. One of the large rooms in the office was decorated as a ship's restaurant with windows converted into portholes and ship's menus adding to the nautical atmosphere.

Susan Williams, who was on leave from *Himalaya*, kindly volunteered to open the exhibition and stayed all day together with Bryan Redsell, Special Promotions Manager, chatting to the visitors.

(by courtesy of Eastern Daily Press, Norwich)

Susan Williams, WAP, and D. G. Hastings, Managing Director, Dougill & Hastings Limited, Wholesale Footwear Distributors for the Eastern Counties.



MAGAZINE SUPPLEMENT

A VISIT TO GOA

The visitor to Goa, especially if he comes from Europe, will probably make first for one of the many lovely beaches which lie along Goa's 65 miles of coastline. Except in April and May, when holidaymakers come from Bombay, it is possible to enjoy the sparkling surf and miles of golden sand, fringed by coconut palms, with hardly another soul in sight. At Colva Beach the sand is silver, and as soft and fine as caster sugar, and the fishing boats drawn up on the sand cast welcome shade against the bright sun.

The temptation to linger by the sea is great, but Goa has many other delights to offer. The countryside is varied and interesting; the bright green squares of paddy fields and flat coconut groves on the sandy coastal strip alternate with rocky higher land where cashew trees grow, and at every bend in the road a new vista unfolds: a graceful sweep of shore-line, fishing boats on the river under full sail, a cluster of palm-thatched or gaily painted houses, or a stately whitewashed church or seminary set amongst the trees or on a hilltop. The country is intersected by hill spurs running down from the Western Ghats and by a number of streams and rivers, which have to be crossed by ferry-boat, crowded with people and vehicles. The two main rivers are the Zuari, with Vasco da Gama and Marmagoa at its mouth, and the Mandovi, on the south bank of which lies Panjim, the capital, now called Panaji.

Panjim is a quiet little town whose long low buildings of cream-washed stone of the Portuguese era are being rapidly outnumbered by modern structures of concrete but which still retains some of its old character and charm. The new bridge across to Bardes is nearing completion, spanning the Mandovi River where barges laden with ore are moving down, day and night, to Marmagoa for shipment.

Eight miles further up the river is the former capital of Old Goa, abandoned in 1738 after most of the 200,000 population had been wiped out by plague, and whose churches, cathedrals and other monuments to past glories attract visitors from all over the world. Many of the merchants' houses, schools and churches have crumbled away into the encroaching jungle, and others have succumbed to the ravages of the south-west monsoon; like the Church of St. Augustine of which only a corner of the great five-storey tower remains, pointing like an accusing finger into the sky. A number of religious buildings have survived, however, many of great beauty and in a variety of styles, from the red laterite and highly ornate Basilica of Bom Jesus, which is still immaculately maintained and thronged with worshippers visiting the tomb of St. Francis Xavier, to the simple austerity of the vast Sé Cathedral, with its cool white interior, and the lovely little Church of St. Francis of Assisi. This last is no longer in use, and the wooden statues of the saints seem to be waiting impassively for the inevitable collapse of the walls which, hung with panels of oil paintings, are already peeling and sagging.

From the sadness and decay of Old Goa it is pleasant to come back to the present day and to make a visit to some of the villages where so many P & O seamen live, villages with names like Chinchinim, Betalbatim and St. Estevam, whose settings amongst green mango trees or palms are as lovely as their names. They are full of life, although so many husbands and fathers are away at sea, and along the dusty roads running between the red-tiled balconied houses, children are running home from school, young men dash about on bicycles and their elders, more sedate, are walking home from the morning's shopping or stopping for a chat with their friends.

St. Estevam has a special interest for anyone in the P & O for of its 10,000 population it is said that 90% of the families have at least one

member in the P & O, and this connection goes back for many generations. This possibly accounts for its strong community spirit, examples of which are the shelter by the riverbank built entirely from funds subscribed by the villagers, where men can meet, play cards and talk, and the fact that there is no policeman! St. Estevam is perhaps also unusual in its setting, as it lies on an island in the Mandovi River, and for these reasons it is not altogether typical, but many of its features are common to all. Houses are sturdily built of laterite blocks, with high ceilings and separate sitting rooms and verandah, and usually a little stone-walled compound containing banana and papaya trees and perhaps some pigs and chickens. There is a wide variety of trees providing wood for fuel as well as fruit, mangoes, guavas and jackfruit, water is plentiful and there are fields close by where paddy and vegetables are grown.

Though the population of Goa is over 60% Hindu, in the seamen's villages the people are mostly Christian and the Church plays a prominent part in the life of the village, but each has its Hindu shrine or temple too, according to the size of the Hindu community. The village takes great pride in its schools, playgrounds and village hall, where dances, wedding receptions and election meetings are held and visiting

doctors see their patients. The larger villages have markets, barber's shops and tavernas, where the popular cashew-feni is sold. This is a potent spirit made from the fruit of the cashew-tree, which grows above the nut itself like a big yellow pear. For those who do not care for the strong flavour and aftertaste, a lighter drink called cashew-arack is made, which may be drunk by itself or with lime-juice, and is a favourite with people in the Ilhas district.

Some of the older men in the villages, returned to their homes after many years away at sea, say that they find life rather dull and restricted, but communications are improving all the time, as Goa becomes more industrialised, and many villages will soon enjoy the benefits of electricity. Coming as we did from a crowded noisy city like Bombay, we were only aware of the many attractions of village life, not least being the feeling of space, freedom and the obvious health and happiness of the children. We took back with us the memory of great friendliness and hospitality of a happy strong independent land and people hoping that we shall return one day.

by R. D. K.

Sé Cathedral and statue of Camoes, Old Goa.



MAGAZINE SUPPLEMENT

The Wrecking of "Douro"

From the bobbing bows of a small rowing boat, Captain G. M. Hederstedt looked across the harbour and viewed his ship with satisfaction. At 37, he was one of the younger Commanders of the expanding P & O fleet. After eight years' service he had been recently appointed to command one of the latest additions to the Bombay-China service; the 850 gross ton *Douro* presently anchored alongside the receiving and storing hulk, Fort William, in Hong Kong.

His experienced eye examined her trim lines. Built the previous year by Tod & MacGregor on the Clyde, *Douro* was a 3-masted, barquentine rigged screw steamer. She was iron clinker built, 226ft in length and 28ft broad. Her square stern and sham quarter galleries dipped gracefully in the wash of a passing steamer and the rippled water reflected the midday sun on the gold paintwork of the female figurehead beneath the standing bowsprit. Smoke rising from the single black funnel, spattering the bright flags and furled sails with smuts, showed that the Engineers were raising steam.

Hederstedt climbed aboard, nodding respectfully to the embarking passengers. The main deck was a scene of great activity; coal, baggage, cargo and stores were still being transferred from the hulk and the mails were being stowed below under the close supervision of the Admiralty Agent. After seeing that the Lascar crew were busy preparing the ship for departure, Captain Hederstedt went below. The jolly boat he had left a few moments before, was now being hoisted aboard. That boat would shortly save many lives.

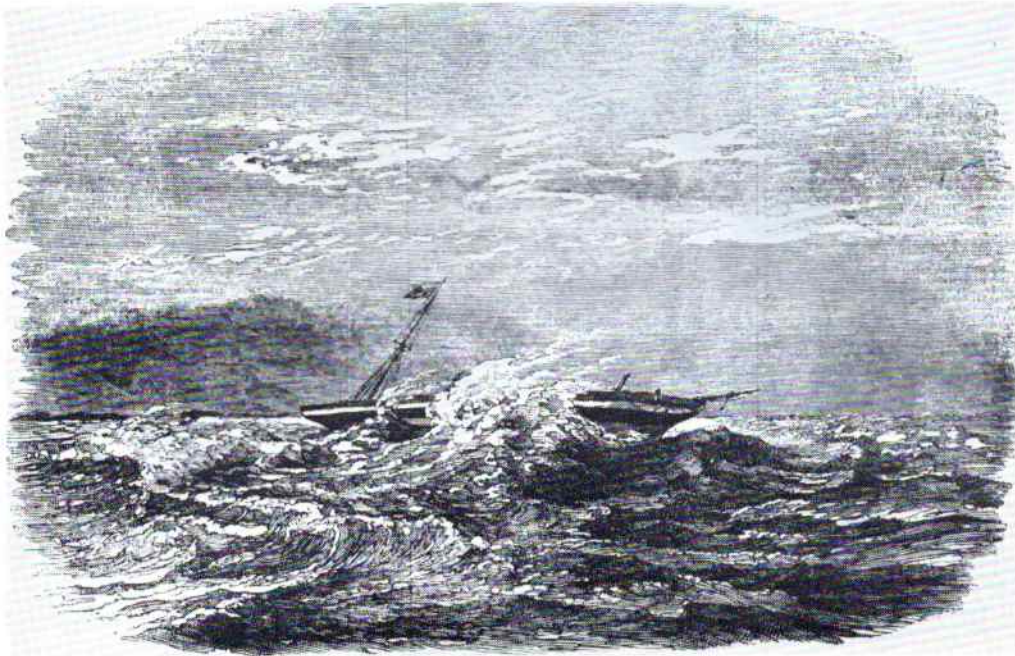
On 22 May 1854, at 2.10 pm with a mean draft of about 14ft 6ins, *Douro* weighed anchor and slipped away from the hulk towards the open sea on what was to be her last voyage. The weather was fine with a fresh breeze from the NE and a good run to Singapore was expected. The passage up from Bombay with calls at Galle, Penang and Singapore had been uneventful. Some months before, on trials, her 220 horsepower engines had produced an

average of 11 knots with 29 rpm and 10½ lbs steam pressure. To those aboard, the omens were good.

Two days later, after a "capital" run, the weather was fair with very light airs. There was a heavy rolling swell from the SE and the barometer read 29.8 inches. The livestock had been exercised and the decks washed. The passengers were about to have breakfast and those who had joined at Hong Kong had by now found their sea legs and were taking a constitutional. As the day passed, weather conditions deteriorated—the livestock became restless, the ship's staff became cautious and the passengers made themselves as comfortable as possible.

By 8 pm the barometer was dropping and a heavy E'ly gale engulfed the ship; with a tremendous heavy sea running the starboard waist boat was lost overboard. At 9.30 pm quite suddenly, the wind fell nearly to a calm, but an hour later it was blowing a hurricane. At 1 am on 25 May, the fury of the storm sent the funnel crashing over the portside, and some of the boats were washed away. The damaged engines were now stopped and the ship lay to until daylight, the weather rapidly moderating. With the barometer rising slightly at 6 am Captain Hederstedt decided to return to the safety of port. Orders were given to set the fore try and top sails and the ship bore up towards Hong Kong. The day was spent in repairing damages, shifting sails and disconnecting the screw, and by noon position 15.51N, 110.13E had been reached.

At 1.30 am on 26 May broken water was observed on the lee bow. The helm was put hard-a-port "but the ship would not answer" and five minutes later, *Douro* struck rocks forward. Those sleeping below were startled from sleep by feeling the ship grating and bumping heavily on the rocks and by the sea washing over her. The noise of the waves breaking on the coral was deafening and could be heard for a considerable distance. Captain Hederstedt immediately ordered the foremast to be cut away



in a vain attempt to ease her off, but as each sea struck, the ship became more firmly fixed on the rocks. Some of the Lascar crew made a rush for the remaining undamaged boat, and one, in attempting to lower her down, fell overboard and was drowned. The others gave up the attempt.

Those on board the crippled ship anxiously awaited daylight. With the wind and sea abating, the ship was "tolerably steady" with nine feet of water slopping around in the engine room and by 8 am she lay comparatively quiet. The officers guessed the rocks to be the North Reef of the Paracels Shoal in the South China Sea, and this position was confirmed by the noon observations. The nearest land was Woody Island (uninhabited) about 40 miles away. Hainan Island lay 120 miles to the NW and Hong Kong 340 miles to the Northward. Following confirmation of their position, a conference was immediately called. It was resolved to send the undamaged six-oared jolly boat to Hainan for assistance, with Mr C. Baker, the *Douro's* Second Officer in charge. With him went a passenger Mr Norie, late Chief Officer of the *Lady Mary Wood*, two seamen, two Lascars, a Chinaman and a Parsee passenger. At 1 pm the boat was lowered away and two hours later, in fine settled weather with the wind

SSE, the boat disappeared from sight. With it, went the prayers of all aboard the wreck for rescue, as all their "hopes depended upon so frail a chance".

At 4 pm on 26 May 1854, *Douro's* jolly boat rounded the south end of North Reef. In a fresh SSE breeze and S'ly swell, course was shaped for Gaalong Bay in Hainan Island.

For the rest of the day and for most of the night the jolly boat made between 4 and 5 knots under sail. Throughout the night constant flashes of lightning illuminated the NW sky. During the morning a storm blew up and the rising sea threatened to swamp the boat. Shortly after noon, high land was sighted ahead, and the boat stood in for the Southernmost position; rowing occasionally being necessary. At 5.30 pm the land was close but those aboard saw "no signs of human habitation".

Guessing that they were too far to the northward of Gaalong Bay, the eight men took turns all through the night at rowing southwards. By daylight, they had managed to row just two miles against the strong SW sea. The boat was rowed to the mouth of a large bay which showed no signs of cultivation, fishing villages, boats or houses.

A current and heavy swell rolling up made



progress South impossible. It was decided to take advantage of the SW wind to run up to Hong Kong, and at 9 am the boat proceeded up the coast. At noon by (doubtful) observation latitude 18.37N and by dead reckoning longitude 110.30E had been reached. Two islands now appeared ahead and supposing them to be the Timhose, course was altered to clear them.

At 2 pm sails appeared and at 4 pm they were made out to be two junks. Thirty minutes later the jolly boat hove to under the lee of one of the junks, "which commenced making us suspiciously secure under their quarter". The *Douro's* Chinaman was sent aboard to seek assistance, food and water but this request was refused unless the small boat was committed to plunder and the crew then relieved the Chinaman of his clothes and possessions. The unfortunate man was hauled back aboard the

jolly boat which immediately cast off. Both junks gave chase but eventually turned away. Throughout the night, course was maintained. At about 10 the following morning (29 May) a junk was seen bearing towards them. "Having had sufficient reason for doubting the amicability of their designs" Baker stood away and crossed the junk's bows. The rest of that day, and the next, remained unsettled and rowing was necessary for spells. Noon positions were obtained both days. A rainstorm enabled the freshwater cask to be filled.

On Wednesday 31 May, whales threatened the boat. All hands were put on short rations as the "stock was rapidly decreasing". During the evening a stiff SE breeze increased to a hard gale from the NE and at Mr Norie's suggestion a sea-anchor was constructed out of gratings, broken oars, and pieces of iron which enabled the boat to ride over the heavy seas. The boat

was also covered, fore and aft, by a large lugsail which was nailed down, all round as far as the after thwart; the masts and spars being stowed beneath. This also afforded some protection from the gale to those men not required above. The gale abated at about 5 am the following day and the mast and sail were hoisted. No observations were possible at noon, but an hour later land was sighted to the West and NW. At sunset high land was sighted 10 miles ahead. Baker stood towards it and ran slowly to the NE until daylight.

Friday morning the boat ran past an island and stood on to another. "Later, being perfectly lost in our position and surrounded by islands, allowed a fishing boat to come alongside". An offer of 200 dollars was made to the fisherman to pilot the boat to Hong Kong but this was declined. The noon observations gave a position 11 miles to the southward in latitude of Hong Kong, and the boat was pulled and sailed through the Wizards and Ladron Islands. At sunset course was altered towards high land ahead, proceeding through several narrows and narrowly escaping being carried away by the currents.

At daylight on Saturday, 3 June, Baker and Norie found themselves under the SE end of Lanton Island. Overjoyed, all aboard pulled away. At 10 am Green Island and Hong Kong was made and at 4.30 pm Baker and Norie arrived at the P & O offices and reported the wreck of *Douro*. With great speed, the P & O vessels *Malta* and *Tartar* were despatched to the Paracels, closely followed by *Pekin* on her scheduled voyage to Bombay.

Those still on the wreck had been busy constructing rafts and building a boat in case *Douro* should break up. Fortunately the weather had remained beautifully fine and the sea smooth during the whole time, a thing very unusual in the China Sea, particularly during the change of the monsoon. A missionary, The Revd Mr Young, offered prayers morning and evening which all Europeans, without exception attended. Two junks had been sighted at different times and the skipper of one refused an offer of 1,000 dollars to take some of the passengers to Hong Kong.

At 3.45 pm on 5 June, ten days after the jolly boat had been sent away, those aboard the battered *Douro* saw the smoke of a steamer to Northward and at 5 pm they found the ship to be *Malta*. At about 2 am on the 6th, some of the passengers, mails and cargo were put aboard. At 5 pm *Tartar* arrived and stood by

ready to take the crew. When *Pekin* later arrived at about 9 am on 8 June, she took aboard the remaining passengers, some baggage and the rest of the precious mails and immediately proceeded on her voyage to Singapore. At 12.30 am on 10 June, *Malta* left for Singapore having taken aboard some of *Douro's* crew. It was not until 11.30 am on 10 June that Captain Hederstedt received orders to abandon *Douro*, the appearance of the weather indicating a gale. Hopes had been entertained of getting *Douro* off the reef, but this was now abandoned. The remainder of *Douro's* crew were taken aboard *Tartar* which made for Hong Kong.

After an enquiry the Court of Directors (the term Board came into use much later) exonerated Captain Hederstedt and his officers from any blame. They commended Mr Baker and Mr Norie for their achievement and ordered a suitable testimonial to be presented to each of them.

By B. MACDONALD

BOOK REVIEW

The Suez Canal In Peace & War 1869-1969 by Hugh J. Schonfield, published by Vallentine, Mitchell at 38 shillings.

This book, originally published as *The Suez Canal in World Affairs* has now been revised. Three years ago I would have recommended every member of the P & O staff to read it as a practical text book. It is now a historical document.

As such the book will have enormous appeal. The Canal's history is traced from the 20th Century BC to the present day. Schonfield places much emphasis on the many power struggles which have occurred during its lifetime. Dealing with each in turn he projects a balanced view expected of such a well-known writer of Middle Eastern affairs.

The author relates how in the early days France wanted to destroy England, and by digging the Canal, could succeed in part, by robbing Britain of her Indian trade. Although the nation awoke belatedly, they realised just in time what the French were up to, and countered by putting forward a railway scheme to rival the Canal. In fact, a letter exists in our new Group Exhibition Centre which was sent from the "Court" of Directors, P & O SN Co. to Mohammed Said, Viceroy of Egypt congratulating him on the opening of the railway. Both the British and the French courted the Egyptian Viceroy asking favours until De Lesseps made the parties realise that an International waterway was required.

One isolated incident in a book bristling with intrigue.

David Dumfries

One of the advantages of living in a tropical city such as Singapore was the ease with which one could indulge in a variety of sporting interests according to one's inclination. The different clubs were readily available and did not require a rail or bus journey to reach them. I enjoyed walking, and would often follow the devious paths in the Forest Reserve surrounding the MacRitchie Reservoir, which in some aspects gave one an impression of a Scottish loch. Swimming at Katong, tennis and rowing at the Yacht Club satisfied my modest aspirations in these fields, as I was by no means a dedicated perfectionist, preferring to follow them at my own pace and time. Indeed, I was motivated more by the exercise and its social responses than by any desire to excel.

Twice only did I venture into deeper water; once, when I agreed to row as bow in a fours race against a Dutch crew from Batavia—we lost ignominiously by four lengths, and I never lost so much breath and perspiration or acquired such blisters on my hands. The second was when I took part in a sailing race, a form of sport which up till that time I had been content to leave to others, unless it was by invitation for a quiet sail round the harbour, or a picnic on one of the nearby islands.

The Royal Singapore Yacht Club lies hard by Tanjong Pagar. Its trim lawn, burnished starting cannon, mast and neat club house of white paint and varnish, and two tennis courts, make it an oasis of the English way of life amid the drab agglomeration of offices, shops and godowns of Telok Ayer. To the East are the Inner Roads, sheltering a huddle of small coastal craft behind the breakwater, while to the West are the Harbour Board's wharves and godowns where the larger vessels berth; beyond, the islands of Pulau Brani and Blakang Mati, and Keppel Heads—"Dragon Teeth Gate"—the entrance to the harbour. Seawards, across the dun-coloured, island-studded water, with sundry junks and steamers plying their business, can be discerned the distant loom of the Rhio Archipelago.

It was within the hitherto placid precincts of this Club that, in February 1942, my erstwhile fellow gunners of the Singapore Royal Artillery,

in accordance with orders, handed over their guns to the invading Japanese and began their bitter captivity. To some few it was the starting point of a long and incredible odyssey to freedom, and to some less fortunate ones the end of the road. Time, however, had yet to unfold this sombre chapter.

My unpremeditated incursion into a sailing race came about one Saturday afternoon. I had been out in a skiff—round to the Inner Roads and half-way along the breakwater and back—and having changed, I was sitting on the verandah with some friends, enjoying the other half of a large stout and tonic—a traditional beverage of the rowing fraternity and pleasant withal—when we were joined by two or three other members. One of them, whose name the fleeting years have erased from my memory and whom I will call Martin, remarked to the company in general that he was a man short in his yacht for the following Sunday's race and asked for a volunteer. He was several years my senior I judged, tall, fairly heavily built, with a thick moustache and dark craggy eyebrows, and of a pale, sallow complexion; by disposition, I felt, somewhat irascible and slow to unbend. It may have been the effects of the gin pahits we were by then assimilating, or a desire to help, or even the overwhelming impulsiveness which prompts us once in a while to do something against our better judgment; perhaps it was something of all three but, whatever the reason, I found myself offering my services to Martin and being accepted. I emphasised my abysmal ignorance of the art of sailing, and that he must expect little aid from me, but added that if he would indicate in good time what was required of me, I would do my best to carry out his orders. I little realised that he wore the mask of Janus, that beneath that thin cloak of bonhomie which now enfolded him there lurked a veritable Captain Bligh of a martinet.

Accordingly that Sunday morning I was at the Yacht Club, and having met a now authoritative Martin, I was rowed out with him and two Malays hired for the occasion to his yacht lying at anchor just beyond the line of sunken hulks forming our breakwater. I cannot recall the details of Martin's yacht so I will not attempt

to describe her except to say that she was a bigger craft than the odd dinghy in which, till then, I had sailed.

With the celerity born of long practice we were quickly under weigh, and, with our competitors, jockeying for position at the starting line. There came the sudden crack of the cannon and away we all went, heeling to the fresh breeze as we sped towards the first marker buoy, each crew intent upon getting the maximum advantage of wind and tide when rounding the buoy. This was where my inexperience showed up. As we approached the turning point, Martin called out "Ready about—lee ho!" As he put the helm down we came up into the wind, our sails momentarily flapping before we fell away on our new course. I was told to let go some rope and to haul in on another, but before I could grasp which rope was which precious seconds had slipped by and we lost our position for the next turn. Martin glared at me in exasperation and muttered something about a ham-handed land-lubber with two left feet, and there was some partially inaudible comment about useless ullage. The two Malays, lineal descendants of the "orang laut"* glanced at me in silent scorn. Obviously the Tuan was not of much use—a "tidoh scali"† and as such was to be ignored. Thanks to Martin's consummate helmsmanship we managed to recover most of our lost ground until, on the last lap between the Inner Roads breakwater and the finishing line in front of the Club House, we were racing neck and neck with two others. Martin seemed to be doing a dozen things at once—yelling orders, pulling on this, letting go that, tightening up something else, as he manoeuvred the yacht closer and closer to the wind to catch every possible advantage, while the Malays moved about expertly in anticipation of his intentions. Finally, during a frenetic bout of activity, I was told to lower the centreboard. Obediently I seized a rope and tugged with all my strength, until I realised that it was still fast round a cleat. I began to undo it when Martin, dancing like one possessed, yelled "Not that one, you idiot—the forrard one!" By this time the yacht was heeling over alarmingly. I clung to the gunwale of the cockpit and stared fascinated at the water racing by. Visions of sharks or a watery grave should we capsize crossed my mind, but I was recalled to the more urgent and insistent present by Martin, who by now was beside himself with frustration. He gave a roar like a Bull of Bashan: "Get that confounded centreboard lowered," he bellowed, "quickly, man, for the love of Mike." With the help of one of

the Malays I managed to set it in the required position, and hung on again as we drove through the water.

With the bang of the cannon there came a sudden lessening of tension, and I realised that the race was over. It was a very close finish, we were third across the line by only seconds, and if I had not been so maladroit we might perhaps have won; I felt that my inexperience in yacht racing had cost Martin the victor's laurels. I expressed these sentiments to him as we made our way back to the Club House after coming ashore, but they were received with chill disdain and scant favour. However, in company with my more light-hearted companions and the mellowing influence of a couple of pre-tiffin gins, Martin recovered a sufficiency of his bonhomie graciously to dismiss the disappointing events of the morning by remarking, euphemistically, that for a greenhorn I did not do so badly, and would I care for the other half?

Nevertheless, I was determined that in future my sailing activities would not be of so intense a nature, and I further resolved to resist firmly any blandishments of capricious chance to browse in unfamiliar pastures.

O. L. Buggé

Did you Know?

The word "ton" or "tun" is thought to have originated as a measure of capacity when the chief cargo between the continent of Europe and this country was wine, carried in barrels or tuns: each of these tuns averaged about 250 gallons and took up a space of approximately 40 cubic feet.

The point is proved, by the modern use of a Freight Ton, sometimes used by wine shippers.

It is confirmed that the word "ton" is derived from the tun of wine, a letter still exists in which some Spaniard offered to sell King Henry V of England two carrack ships of the tonnage of 1,400 and 1,600 butts respectively.

Later an Act of Parliament was passed that the tun of wine was not to measure less than 252 gallons (old English measure). A cubic foot measures 6¼ gallons, the internal capacity of the tun of wine was a little over 40 cubic feet; add the cask and we get about 42 cubic feet.

Two hundred years later an ordinance of Louis XIV of France fixed a ton of shipping as a capacity of 42 cubic feet, thus the freight ton of roughly 40 cubic feet, still used by wine shippers, had its origin.

L. Branch
Commissionaire

* Men of the Sea

† Sleepy one

MAGAZINE SUPPLEMENT

History of Group Companies No. 2

UNION STEAM SHIP COMPANY OF NEW ZEALAND LIMITED

The Union Steam Ship Company of New Zealand Limited, while the most distant of the subsidiaries in terms of distance from Group Headquarters in London is nevertheless a substantial member.

The Company was founded in Dunedin in 1875 and commenced passenger and cargo operations round New Zealand coasts with a fleet of 5 small ships totalling 2,126 tons gross. Within 18 months it had ventured into trans Tasman trading and introduced summer cruising to New Zealand waters. At a time when other transport facilities in the still relatively young colony were limited and almost all inter-city transport was provided by shipping services, the Union Company rapidly developed and established itself as the principal link between population centres round New Zealand for both passengers and cargo.

In 1879 the Company doubled its capital and two years later extended its services to cover trading from New Zealand to the South Pacific Islands and followed this with cruises to these islands from Auckland.

At the end of its first 10 years of trading the Company's fleet had grown to 29 ships totalling 30,602 tons gross and the Company's services had been extended to North America and two years later were further developed to include a service to India.

With the purchase of the services of the Tasmanian Steam Navigation Co. Ltd, and its fleet of 8 ships, in 1891, Union Company established itself in the Australian coastal services between Sydney and Melbourne and Tasmanian coastal ports. Later the same year the Company's Annual Report recorded that the vessels of the fleet had steamed more than 1,850,000 miles, carried 123,000 passengers and about 870,000 tons of cargo.

The Company's services have over the years matched the growth and trading capability of New Zealand and Australia and extended beyond New Zealand and Australia to the United States and Canada, the South Pacific Islands, to Singapore, Malaysia, India, Pakistan and Ceylon.

In association with shipping operations the Company has established a world-wide travel service. This developed from the early



T.e.v. *Maori*, 7,480 tons gross which provides a link between Wellington and Lyttelton for both passengers and cargo.



T.s.m.v. *Hawea*, 2,610 tons dwt. which is engaged in the roll-on roll-off Union Seacargo Express Service on a weekly round trip between Auckland, Lyttelton and Dunedin.

passenger operations and appointment in 1878 as New Zealand agents for the Orient Line which continued until the amalgamation of P & O and Orient passenger services. Today, the Union Steam Ship Company acts as General Passenger Agents for P & O in New Zealand and Fiji.

In the 1930's, the formative years for civil aviation in New Zealand, the Company obtained a licence for an internal air service and in 1936 established a fully owned subsidiary, Union Airways of New Zealand Limited to operate internal air services in New Zealand. Parallel with this development and in association with Imperial Airways (now BOAC) an international airline company, Tasman Empire Airways Limited (now Air New Zealand) was formed to provide a Sydney to Auckland extension of the Imperial Airways flying boat service between United Kingdom and Australia. While these air service interests of the Union Steam Ship Company were compulsorily acquired by the New Zealand Government in 1945, the Company has retained an active interest in the sale and promotion of internal and overseas air travel, as part of its general travel service.

Today the Union Steam Ship Company has a fleet of 45 ships totalling 156,678 tons gross which are engaged principally between New Zealand and Australia but also provide New Zealand and Australian coastal services as well as trading to the South Pacific Islands of Fiji, Samoa and Tonga and to Malaysian, Indian, Pakistani and Ceylonese ports. The Company's passenger vessels, *Maori* engaged in the Wellington/Lyttelton Steamer Express Service

and *Tofua* engaged in the Auckland/Pacific Islands service, carry more than 280,000 passengers a year and the whole fleet is annually steaming more than 1,600,000 nautical miles and carries more than 2¼ million tons of cargo.

It has been claimed, with justification, that the Union Steam Ship Company fleet which is managed and operated from Wellington is numerically the largest fleet operated by any shipowner in the Southern Hemisphere. To keep its ships in good repair the Company has 4 ship repair works at Auckland, Wellington and Port Chalmers in New Zealand and at Sydney in Australia. Forty-two branch offices of the Company are spread throughout New Zealand, Australia and the Pacific Islands and at all except one or two a complete world wide travel consultant service is available.

Union Company has always been well to the fore in adopting the most modern technical innovations, and has been active in developing the roll-on concept of cargo handling in its various trades. The first such unitised vessel entered service in 1964, and at present 6 new roll-on ships are operating on the New Zealand and Australian coasts and trans Tasman, with two more such vessels building. While the Union Company's fleet today is smaller in number of ships than in some earlier periods of its history, more cargo is being carried than at any other time in the Company's history. As unitisation of cargo is extended and the roll-on/roll-off fleet supplemented the Company will continue to serve the transport needs of New Zealand and Australia as efficiently and economically as in the past, and continue to show the New Zealand merchant ensign in the ports of the Pacific and Indian oceans.



The company's armorial bearings.

BRIDGE

By H. St. John Ingram



H. St. John Ingram

The editor counts himself extremely fortunate that an International player of such calibre as Mr H. Ingram has offered to write a series of articles for *About Ourselves*. The former captain of the British Bridge team, Mr Ingram has won the Gold Cup and most of the important bridge competitions. He is the card authority to the *Encyclopaedia Britannica* and also *Chamber's Encyclopaedia*. Editor of *Contract Bridge Journal* and author of *How to Win at Bridge*, he appeared on television on several occasions in 1936!

THESE ARTICLES ARE WRITTEN TO HELP YOU IMPROVE YOUR GAME NOT TO TEACH.

THE STRONG NO TRUMP

To partner's one no trump, responses are almost automatic and could be tabulated. (This is why the opening bid has to be so accurate and give true information.) Your thoughts should travel on these lines—"My partner by his one no trump, has told me he has a balanced hand in distribution with 16 or 18 points and these points are not predominant in one suit. What have I got and what should I say?"

Now it is recognised that 25 points in the two hands will invariably produce game in some contract and even on less if there are long suits easily established. So let us make up our table of responses as follows with the requirements for same—

- Lift to two no trumps on a balanced hand of 7 or 8 points—
example—S. Q.X.X., H. K.X.X.X, D. X.X.X, C. Q.X.X.
- Lift to three no trumps on a balanced hand of 9 to 14 points—
example—S. Q.J.X, H. A.J.X.X, D. Q.X.X, C. K.X.X or S. K.X.X., H. Q.J.X.X, D. J.X.X, C. Q.X.X.
- Lift to three no trumps on 7 or 8 points if all in a suit of five cards or more in the minor suits (diamonds or clubs)—
example—S. X.X, H. X.X.X, D. A.Q.J.X.X.X, C. X.X.
- Make a bid of three in any five-card major (spades or hearts) if holding 9—12 points—
example—S. A.Q.X.X.X, H. Q.X, D. Q.X.X.X, C. X.X.

- Make a bid of 3 in any suit if holding 13 points or more and a five-card suit—
example—S. Q.J, H. A.J.10.X.X, D. K.Q.X, C. Q.J.X. This force shows slam possibilities and can also be made on a smaller point count (not less than 10) on long suits—
example—S. A.J.10.8.6, H. A.Q.10.9.7, D. X.X, C. X.

- Jump straight to game on a long major suit with 5 or 6 points—
example—S. K.J.X.X.X.X.X, H. X.X, D. Q.X.X, C. X. Bid four spades.
S. Q.X, H. A.X.X.X.X.X.X, D. J.X.X, C. J. Bid four hearts.

- Pass holding less than 6 points and no five-card suit.
- You will have noticed there has been no response bid of two of a suit. This bid is reserved for a weakness take-out, and opener of one no trump should leave it alone. It should never be made without at least a five-card suit, but it can be made without a single point. In other words, the weaker you are the more essential it is to take out the one no trump—
example—S. 10.9.X.X.X.X, H. X.X, D. X.X.X, C. X.X.

Bid two spades. As you can see, such a hand will make tricks with spades as trumps, but is practically useless in no trumps.

Never bid four no trumps in response as conventional. You must have a better forcing bid. The four no trumps is saying "Partner if your one no trump is maximum, bid six, if not, stay in four." You should hold about 16 points to make the bid which will take you into the slam game if partner has 18.

QUIZ

North opens one diamond, East doubles. What should South say on S. —, H. Q.J.7.6.4.3, D. J.10.7.6.5.2, C. 5, East-West vulnerable.

ANSWER

Next article in March will be entitled: Safety Plays.
Five diamonds. An effort to shut out West and on this distribution contract may be a possibility.

The Soudan's visit to the Shatt Al'Arab

BY CADET J. W. QUANCE, O.C.L.

The Shatt Al'Arab is an important river which flows for approximately one hundred and ten miles, has its source at Al Quarana in Iraq, where the confluence of rivers Tigris and Euphrates is situated; and reaches the sea on the Northern Coast of the Persian Gulf. The river is navigable up to Basra.

Anchoring for several days at the mouth of the river everyone aboard the *Soudan* had prepared themselves for at least a week's wait so we were mildly surprised when a small, fat, thick-set man boarded and announced himself as "The" Pilot who was going to "take us in".

We proceeded up-river at a slow rate of knots towards our first port of call—Khorramshahr in Iran. By a stroke of luck—I can't believe it was ever calculated by the pilot—the tide was at the right height for passing over the sandbar at the river's entrance, and in no time at all the channel became very narrow. Both banks were very low, bordered by date plantations which extended inland some two miles beyond which lay desert or swamp. At intervals along the length of the river were irrigation canals and small mud huts in which date grove cultivators lived. These very poor people wasted no time in jumping into their dug-out canoes and racing towards the ship at every opportunity, paddling alongside to see what would be thrown down to them and shouting at the tops of their voices. The ship slowed down to a crawl at Fao, to enable the quarantine launch to come alongside, continuing along the buoyed channel past the oilport of Abadan where we were surprised to see a hovercraft berthed. By the time we reached Hafar channel upon which Khorramshahr stands it was dark.

Here the *Soudan* anchored to await a free berth. There was no room for the ship to swing in this position so the engines were on stand-by all the time in order that they could be used to manoeuvre the ship away from the bank should it be necessary.

Within twelve hours we moved alongside and commenced discharging our cargo of steel coils, tyres, glass, rubber, electrical, and general goods into railway trucks and trailers which

were shunted, very irregularly and inefficiently, along the wharf.

Khorramshahr is the principal port of Persia, Persian being the local language although Turkish is also spoken by some of the inhabitants. The town itself I found to be very shabby in appearance and most of the buildings most unsuitable to live in.

The *Soudan* left Khorramshahr and again proceeded up-river, arriving at Basra two days later, after anchoring awhile waiting for berth clearance. The route and scenery from Khorramshahr to Basra was very similar to that experienced down-river, there was one place, however, known as "Satan's Gap" which had to be navigated with extreme caution. The Gap is a narrow pass marked by green buoys, in the middle of which lies a sunken wreck which causes large deflections of the compass when a vessel passes over it. If vessels in sight of one another, travelling in opposite directions, meet at this point the vessel stemming the current should reduce her speed until the other vessel has passed clear. Luckily the *Soudan* passed through the gap without incident.

Basra is the principal port of Iraq situated on the western bank in Basra Reach. The *Soudan* berthed at Ma'qil—the shipping centre with much better dock facilities than those available at Khorramshahr.

The *Soudan's* discharge here included textiles, glass, and tyres from Japan, while her main loading cargo was 1,000 tons of industrial dates (the staple diet of the town's inhabitants and reputed to be the best dates in the world) used in Japan for making industrial alcohol. The actual town itself was not visited by most of the ship's company owing to the political situation being very unstable.

As we had berthed on the ebb tide with the ship's bows upstream it was a simple matter to cast off, when leaving Basra, by making use of the river's flow downstream to push the ship around in a starboard swing away from the berth, the flood tide being very weak, in fact, almost non-existent.

MAGAZINE SUPPLEMENT

HUNT FOR A NAME No. 2

THE ERIDGE By VALERIE LONGHURST

Siegfried Sassoon in his MEMOIRS OF A FOX HUNTING MAN, referred to a hunt which he called THE DUMBOROUGH. This hunt, in actual fact, was THE ERIDGE FOXHOUNDS hunting the Kent and Sussex borders around the village of Eridge.

Originally an off-shoot of the WEST KENT HUNT, the ERIDGE was first known as THE WEST KENT WOODLAND. As this name implies, its territory is one of wooded thickets bordering on to the hunt countries of the ASHFORD VALLEY, WEST KENT, EAST SUSSEX and ROMNEY MARSH, SOUTHDOWN and THE OLD SURREY and BURSTOW packs.

Valerie, the wife of Michael Longhurst, one of the Passenger Lines' five area representatives, records a page from her childhood when she regularly hunted with this pack.

The 73,000-ton multi-purpose carrier ERIDGE was built for Trident Tankers Ltd, a subsidiary of the P & O Group, by Mitsui Shipbuilding & Engineering Co. of Japan. Equipped to handle ore, bulk or oil, the 242-metre-long vessel is manned by a crew of 37.



The Author



The Ship

It was in the year 1879 when the *Eridge Hunt* came into being; needless to say, I wasn't a follower in those days! In fact it was between 1949 and 1955 that I have many happy memories of hunting with the *Eridge*, when Major R. E. Field Marsham and the Marchioness of Abergavenny were Joint Masters, Mr Champion the huntsman and Messrs. Hill and Chapman, the whippers in.

Perhaps my most memorable hunt was my first, which also happened to be the opening meet of the season. The previous night I was very excited, and having spent a rather sleepless night, was glad to see the first glimpse of daylight, although somewhat disappointed to find it pouring with rain in the typical English fashion! Nevertheless, I wasn't going to let this ruin my day, so having donned my riding



The Hunt

mack and filled its pockets with sandwiches and chocolate biscuits, I set off for the stables at Crowborough.

The meet was at the Crest & Gun at Eridge, which is only about a mile from the Eridge Hunt kennels, but we had a four-mile hack and so we arrived a little bedraggled. Just after 11.30, I was off on my first hunt, not knowing what might lie ahead. My pony was full of the hunting spirit, since he was no novice, and having side stepped and tossed his head for about half-a-mile, I was put on the leading rein, much to my disgust, just in case he thought it was time for full speed ahead!

Having kept well up with the field, about 20 of us somehow managed to come adrift from the rest of the hunt, and having stood in one place for a good half-an-hour without any sound of the horn or hounds, were giving up all hope of finding them again, when in the distance we heard the faint blowing of the horn. The horses pricked their ears, and we made off in the direction of the sound and as we got closer, we could hear the cries of the hounds, which was evidence they were on to something. At last, we caught up with the rest of the hunt, who told us that the fox had gone to ground and they would have to send the terriers down. I must admit that I wasn't very keen on looking at this stage, but it wasn't long before the kill and I was proudly presented with a pad by Major Field Marsham.

It was now after three o'clock in the afternoon, and feeling rather tired and covered in mud from head to foot, we made for home and a hot bath.

Although I haven't hunted for several years now, I still enjoy going to the Meets, especially the annual Boxing Day Meet held on Tunbridge Wells Common, where the mounted followers are warmed by the traditional punch and the foot followers spend most of their time dashing down the roads to catch a last minute glimpse of the hounds before they set out for the day's sport.

PANDOR CLUB SPECIAL

ANNUAL GENERAL MEETING

The Chairman, Mr. J. G. Davis, opened the meeting by stating that he felt it necessary to record how disappointing it was that throughout last year there was a certain lack of enthusiasm towards Pandor affairs from some sections of the club.

The meeting continued by sectional secretaries reporting on their year's activities.

At the London Shipping Athletics Association Championships Pandor produced 1 Gold and 3 Bronze, whilst the relay team, coming 3rd won a set of Bronze medals.

In the realms of football the First XI finished 4th in the London Shipping League, and the Second XI finished 3rd in its respective League. For the 3rd year running Pandor won both the Escombe's Trophy and the Group Cup.

After winning a place in the Autumn Semi-Finals of the Harmer Cup, our golf second team lost to Glen Line, but one of the pairs, A. S. Haseldine and H. K. Bray made some amends by winning the Foursomes Cup in the same afternoon.

A rather disappointing year was experienced by the Lawn Tennis Team which finished bottom of the First Division of the London Shipping League.

The Chairman's remark mentioned earlier particularly appears to be appropriate so far as the Rugby Section is concerned. It is understood that many of the players are committed to their own local home teams, which means that few Pandor fixtures can be arranged, as there is now a difficulty in arranging mid-week games. Two visits were made to the Police Driving School at Hendon by the Motor Club. A party of forty visited Normandy Ferries' *Dragon*, and after having a look around the vessel, enjoyed refreshments on board.

The Dramatic Society held regular play readings throughout the year and produced "Our Town" during the period. It was stated that a return to the "West End" will be made for the next production in the new year.

It was announced at the meeting that Mr Edmund Vowles had decided to relinquish the Vice-Chairmanship. He was sincerely thanked for all his willing and tireless work over the last nine years. Mr M. F. Coster was then elected the new Vice-Chairman.

After the meeting a Cheese and Wine party was held and the club's thanks go to Mr G. Lymaney and his assistants who were responsible for the success of this venture.

SWIMMING

The first round of heats for the Gala gave our swimmers very encouraging results. In the ladies' diving competition the first 3 places all went to the Pandor Club.

First: Margaret Brown, 54 points.

Second: Melita Spiteri, 44 points.

Third: Angela Wood, 40 points.

In the men's diving competition Dennis Ellison was again the winner with 69 points.

In the four relay events we had two teams in the final for each event, except the mens' freestyle in which team "B" was first reserve. In the individual events we had two in the final of the ladies' 88 yards freestyle and one in the final of the veterans' race.

CRICKET

Pandor XI v Round the World XI

Sunday, 17 August saw an entertaining match at Lee Green where the Pandor Club were determined to revenge last season's narrow defeat.

The match started disastrously for Pandor. Put in to bat by Ray Blencowe on a greenish wicket, Tony Burton and Bill Laidlaw soon fell to the accurate bowling of Eric Bailey. A surprise choice for the other opening bowler, Bud "Tweaker" Abbott, bowled fairly steadily and soon accounted for Mike Gidley. Wickets still fell steadily until suddenly everyone realised that John Murray was still going strong. John in fact made the highest score of his career, going on to make 66 valuable runs. He had frustrated the efforts of every bowler, donkey drops, long-hops included, and was at the wicket for one-and-a-half hours. Pandor were all out eventually for 116.

When the Round Worlders came in to bat, John Richards and Tony Bailey opened the bowling.

Tony sent back Neil Ross well caught, behind the wicket, by Tony Burton. Tony Walch came and went, bowled by Mike Gidley, and then in came Duncan Smedley who looked dangerous for a time until Tony Burton took another good catch off Tony Bailey to send him back to the pavilion.

At tea the Round Worlders were 15—3 Alan "Boycott" Davy who opened the innings being 2 not out after three-quarters of an hour's batting.

Tony Bailey was bowling very well and soon accounted for Bud Abbott. John Richards got his reward after a steady spell by bowling Alan Davy who showed remarkable restraint being at the crease an hour for 4 runs. However, Eric Bailey and Trevor Chilver turned the tide and the Round Worlders recovered somewhat, but Pandor were still in with a chance when Chilver was caught by Steve Gibbons at cover off the bowling of Bill Laidlaw.

Next man in was Ray Blencowe who with Eric Bailey, steadily accumulating his runs, put the Round the World XI in sight of victory, but Pandor were not beaten yet as Steve Gibbons brought off a great catch at backward point to dismiss Eric Bailey for a very good 56. He had come in at a moment of crisis and left the crease with his side only a dozen or so runs short of victory.

With eight wickets down John Hillman and Ray Blencowe knocked off the runs to enable the Round the World XI to win by two wickets.

SQUASH

London Shipping Companies Squash Competitions

Two competitions were held during the 1968/69 season and were open to the staff of all London Shipping Companies. The "Pandor Cup" Competition was won for the third year running by the Maori Club (New Zealand Shipping Co.) with a record total of 37 points.

		Final Results			
		P	W	L	Pts.
Maori	..	6	6	—	37
Tendimus	..	6	3	3	22½
Furness	..	6	3	3	18
Pandor	..	6	—	6	6½

The final of the "Tendimus Cup" which is donated by the British & Commonwealth Shipping Co. was played on 23 July at the P & O Building in Leadenhall Street and resulted in a win for N. Kilgour (Pandor Club) who beat W. H. Gray (Tendimus) 9—4, 9—0, 9—4.

Wimbledon and all that

BY H. E. DUNCOMBE, MBE

Wimbledon Umpire and former Member P & O Staff

The Magic of Wimbledon! Each year it attracts the leading players from some 50 Countries to compete in the most important Tournament in the Lawn Tennis Calendar. There is nothing quite like Wimbledon whose organization cannot be surpassed in sporting events. It may be of interest, therefore, to go behind the scenes, as it were, to see just what makes Wimbledon tick and makes it so fascinating to the many millions who watch the progress of the games on television, apart from the tens of thousands who witness the actual play. There is an overwhelming demand for seats on the Centre and No. 1 Courts for which a ballot is taken and results in the return of many thousands of pounds to disappointed applicants.

The Championship Management Committee is responsible for every detail in the running of the Tournament and consists of the Committee Members of the All England Club, 7 delegates from the Lawn Tennis Association, the respective Secretaries of the A.E. Club and the L.T.A., and the Referee.

All applicants wishing to play at Wimbledon are required to submit the fullest information as to their recent playing record to the Championship Committee on a special form, and they are listed in their order of merit. 128 entries, of whom 10 have to qualify, are accepted for the Gentlemen's Singles; 96 entries (8 qualify) for the Ladies' Singles and for the Doubles events 32 pairs are accepted for each event (4 pairs qualify).

A limited number of applicants not accepted as direct entries are invited to compete in the Qualifying Rounds played at the Bank of England Sports Ground at Roehampton. The numbers are 80 for the Gentlemen's Singles; 64 for the Ladies' Singles and for the Doubles events 32 pairs play off for the vacant places as above. Needless to say, competition is intense and no quarter given.

An interesting feature of Wimbledon is an invitation competition for Juniors. All nations eligible for the Davis Cup are invited to send a boy and a girl, preferably their reigning Junior Champions, to be present at the second week

of the Championships when they are the guests of the Committee and are given seats in the Competitors Stand. During their stay, unofficial competitions are held on the grass courts, but these do not form part of the official programme of events.

The gates at Wimbledon open at 12 noon each day and at 2.0 p.m., precisely, play commences on the 16 grass courts, with umpires, linesmen and ball boys all in place. It is appropriate to understand just how this seemingly simple arrangement comes about. The Referee's staff ensures that the players are ready on time; umpires and linesmen, who are invariably members of the Lawn Tennis Umpires Association of Great Britain, and who act in an honorary capacity, have previously been issued with their duty sheet for the day by their Hon. Secretary. This duty sheet, by the way, requires their attendance at the 1st, 3rd and 5th or the 2nd, 4th and 6th matches on a specified court.

The ball boys are a feature of Wimbledon and much depends on their alertness and speed of foot. They are culled from various schools and undergo training before the games commence. It is their responsibility to take the balls on to Court (and to collect them afterwards); they also take out the name boards, where required. Spectators do not appreciate, perhaps, how quietly, and without any fuss, ball boys are changed during the progress of a match; this is to ensure they are not worked too hard and there is ample opportunity for them to have soft drinks and tea. Their highlight is during the Final Days when the red carpet is rolled out on the Centre Court and the boys man the carpet on either side whilst the President of the Club, or his/her deputy, comes down from the Royal Box to present the prizes.

Besides Royalty, invitations to the Royal Box are extended to Cabinet Ministers, official representatives of other sports, headmasters and headmistresses of schools where lawn tennis is played competitively, and people in all walks of public life including the Lord Mayor of London.

The Queen has been present on two occasions—the last time in 1962 when consternation was caused by a woman vaulting the surround of the Centre Court, unfolding a banner of the Empire Loyalists and shouting incoherently to the Queen—this during the Men's Singles Final! The Referee, Colonel Johnny Legg in those days, appeared as if by magic and with the aid of a policeman hustled the woman away.

Centre Court nerves are notorious for players (and, indeed for officials alike!) and readers may be interested to know there is a rest room, immediately under the Royal Box, for players alerted to be ready to go on court as soon as the game in progress is ended. What a lot of "butterflies" float around that rest room!

An extract from Rudyard Kipling's "If" emblazes a board under which players for the Centre Court have to pass which reads:

"If you can meet with triumph and disaster and treat those two imposters just the same".

A timely warning!

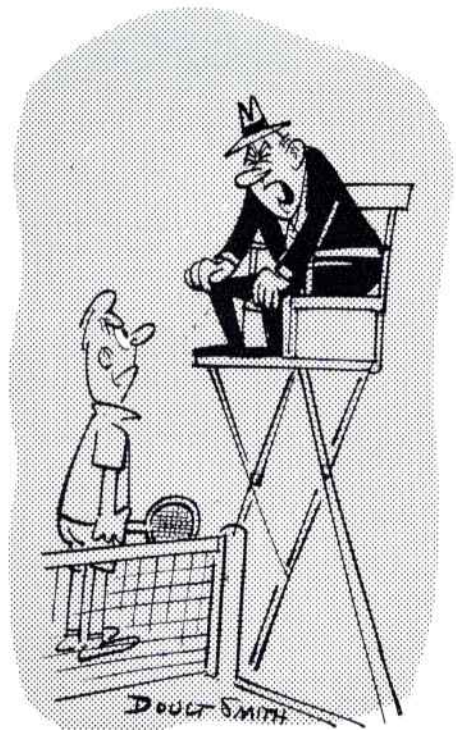
For those fond of figures: The Centre Court holds about 14,000 spectators and No. 1 Court about 9,000. The maximum number the ground will (un)comfortably hold before the gates are closed is 30,000 and the record number of spectators over the fortnight, 310,000. About 1,200 dozen new balls are issued to the players. About 180 umpires and linesmen are needed for the Championships and about 80 ball boys.

The control of the crowds is the responsibility of the Chief Steward, assisted by other members of the Championships Honorary Stewards Association. They supervise the seating ushers, who are members of the Armed Forces; and the London Fire Brigade. Commissionaires are provided by the Ex-Servicemen's Associations, First Aid is, of course, in the hands of the St. John Ambulance Brigade with First Aid posts in various parts of the ground. The Women's Royal Volunteer Services give general information to spectators at desks conveniently situated in the grounds. A word about the Referee—Captain "Mike" Gibson. He controls the running of the Championships in conjunction with the Committee and decides upon the programme of matches each day being the arbiter in any question of the interpretation of the rules of the game. He is also responsible for conducting the Qualifying Competitions.

And what about the umpires. They function not only at Wimbledon, but at Queen's Club, Wembley, Eastbourne, Bournemouth, the Davis and Wightman Cups and, indeed, at almost every important tournament up and down the Country—those who live in the Midlands usually confine their activities to that part of the Country and so on. Only in certain large tournaments are they conceded allowances for travelling and hotel expenses. So to a large extent it is the love of the game which attracts. One matter that is not generally appreciated is that they cannot overrule the

decision of a linesman—the umpire can only ask him "did you call" and thus give him the opportunity of reversing a decision which seems palpably wrong. Yes, true enough, umpires have their moments. For example, I happened to have been the umpire on the Centre Court this year for the Gonzales/Passarell match which became front page lawn tennis news. Pancho Gonzales complained to me about the failing light towards the end of the first set—a marathon of 46 games. I telephoned from the Chair to the referee and he, having come to the side of the court, decided the match should continue. Gonzales is a colourful character and popular player, but he was greatly upset by the illuminated electric score boards which, no doubt, added to his difficulty.

Passarell, although quite calm, ejaculated to the referee "Say, Ref. we can't see the ball!". It was my job to placate Gonzales, who was



"So you're appealing against the light!
Who is it?—"

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beside himself and threatening to leave the court, and to tell him he would risk being disqualified. He seemed quite unable to grasp the fact that the referee was on court and that the decision to stop play remained with him. Whilst this was going on, some of the spectators, having no appreciation of the emotional state Gonzales was in, started a slow hand-clap, a most un-British and un-sporting thing to do being utterly foreign to Wimbledon. Well, the match continued, with the shades of night falling fast, and Passarell

MAGAZINE SUPPLEMENT

took the next set 6/1. I was then able to call off the match for the day. No-one could possibly believe that Gonzales would come up from behind the next day and take the next three sets, and the match.

Sailors on horseback or the tale of a horse

I can never understand why many seamen when on shore, if they can afford it, turn their attention to horses. One would imagine that they receive enough jockeying about at sea without wanting more when they leave it.

One Officer, employed by the P & O Co. stationed in Bombay, since deceased, kept two. One he rode himself, and the other he kept for any friend he would invite to ride with him. That distinction, unfortunately, one day fell on me.

In later life, I never had any desire to ride a horse, and up to the time of the invitation, twenty years had elapsed since I bestrode one, but I had ridden plenty in my early youth and although not what may be termed an elegant rider, it took a very fiery animal to unseat me once settled in the saddle.

Following up the invitation I duly presented myself one morning at the mews where the horses were kept—the mews being separated from the maidan by a road, and a very docile-looking horse, with a back like an armchair was led out, which my host leisurely mounted.

I felt somewhat uneasy when I saw two syces go into the stables to fetch the one out I was to ride, and my uneasiness was increased when there were sounds of considerable disturbance inside.

Suddenly the horse emerged, I am not sure which brought out which, I would say the horse brought himself out with the syces hanging on to him.

The horse sensing I was to ride him, showed me the white of his eyes, and in spite of two syces holding his head, only by a split second

did I get into the saddle to escape a sizeable chunk being taken out of my rump.

I was no sooner in the saddle than I seemed to be flying through the air, hanging on to the bridle, and when I collected my senses, the horse and I were going hell for leather across the maidan as if seven devils were behind us. The creature had a mouth of iron, the bridle had no curb, and all I could do was to hang on and hope.

We went through two hockey matches, knocked over the stumps of a cricket pitch, scattered people in all directions, and with howls of execration behind us we flew on.

After we were going like this for a minute or so, I saw the creature was heading for a breach in the sea wall, which had a stone ramp leading down to the beach. I tried to pull his head round, but he would have none of it, so I closed my eyes and said to myself "this is it". It wasn't. How we went down that ramp at that speed and landed on all fours was a miracle and caused loud expressions of surprise from spectators, who saw what was coming.

The horse still went all out on the beach, taking a right angle turn which nearly threw me off, and then a fresh horror gripped me, there was a loud whistling sound, and for a moment I thought we were being chased by a train.

It was the horse, who suddenly stopped, nearly threw me over its head, and then staggered about as if he were drunk.

In horsey terms, he was a "blower" and as he had not been exercised for some time he meant to have a fling while his wind lasted, but by the time he lost his, he had put plenty up me.

A Christmas Voyage to remember . . .

by 'Hunky Dunk'

It is strange how Christmas voyages stick in one's memory. Late in 1924, on returning from a Calcutta trip, we learned that the *Mulbera* had been chosen to carry a Royal Couple out to Mombasa. A special suite was constructed for the young people and our public rooms entirely redecorated and refurnished, and, of course, the whole ship repainted.

Unusual care was taken about the stores we loaded and many special items were included not normally carried by us. Among these there arrived one day, personally escorted by a high executive of Messrs. Burroughs Wellcome, a handsome cabinet containing special serums, and other medical supplies, with which our important passengers were to be inoculated before landing in East Africa.

The greatest importance was attached to this cabinet and having been signed for by almost everyone on board from the Master downwards, it passed into the care of our Surgeon. He asked me (I was the storekeeper), to pass the cabinet to the ship's butcher for storage at about 32°F. To the butcher, of course, up to his eyebrows in work, the cabinet was of little more importance than a box of kippers, but he accepted it from me and I saw it stowed in the fish room.

Our passengers, as was the custom, and the Royal Couple joined us at Marseilles, but during the couple of days we spent there the butcher and I collected more than three dozen separate "sample" bottles of champagne, left with us by hopeful local merchants!

Our Royal passengers quickly settled down to life aboard, which in the case of the Duke was not strange, he having spent some years in the Navy. It was noticeable how deeply impressed our Calcutta boys were with the importance of the occasion, so much so that for a time there was quite an epidemic of dropping dishes. It was highly amusing to hear the various names and titles bestowed on our special passengers, the Duchess being called more often than not the "burra sahib's mem-sab". Our best waiter—that is the one who dropped fewest dishes, was detailed to serve the Royal Couple, under the watchful eye, of course, of our headwaiter and

the native butler. This close supervision probably made the boy extra nervous for he was quite in the habit at breakfast time of coming to the serving hatch to order—"Mem-sab want egg and bacon, no bacon"—leaving us rather in the air as to just what the Duchess did want.

It was just after leaving Port Sudan that the Surgeon told me that he would be inoculating our special passengers the following forenoon and that he would require the cabinet to be in his surgery by 11.00. I passed word on to the butcher but was rather shaken, some hours later, when he came to me and asked if it was certain that the cabinet had been placed in the fish room. He said, "he couldn't find it".

That night, after the "strap-up" was finished following dinner, we had the whole of the Saloon staff down in the working alleyway and within an hour had completely emptied the fish room. No sign of the cabinet at all; everything was replaced and then, after a good noggin of rum for everyone, we turned to and emptied the meat room! Again no sign of the cabinet, so everything was replaced, more rum issued and the Saloon staff sent to bed; it was then about 04.00.

The matter was very serious, of course, and we had no choice but to report the situation to the Surgeon at once. To my complete amazement he expressed no surprise at all, just annoyance with himself at not having taken stronger precautions.

The following forenoon he carried through the various inoculations without the slightest hitch and it is history that the Royal Couple went through their East African tour without a day's illness.

Our Surgeon, who was of course, an old hand from tea gardens knew exactly what had happened to the cabinet and its contents. The cabinet had been "snatched" within minutes of being placed in our fish room, and equally as quickly transferred to the outward P & O vessel for Bombay or Calcutta. There, the contents would be sold in the bazaars for fabulous sums as—"very special—only for Rajahs".

After landing our passengers at Mombasa we spent Christmas at Tanga, and I still remember how delightful that champagne was!

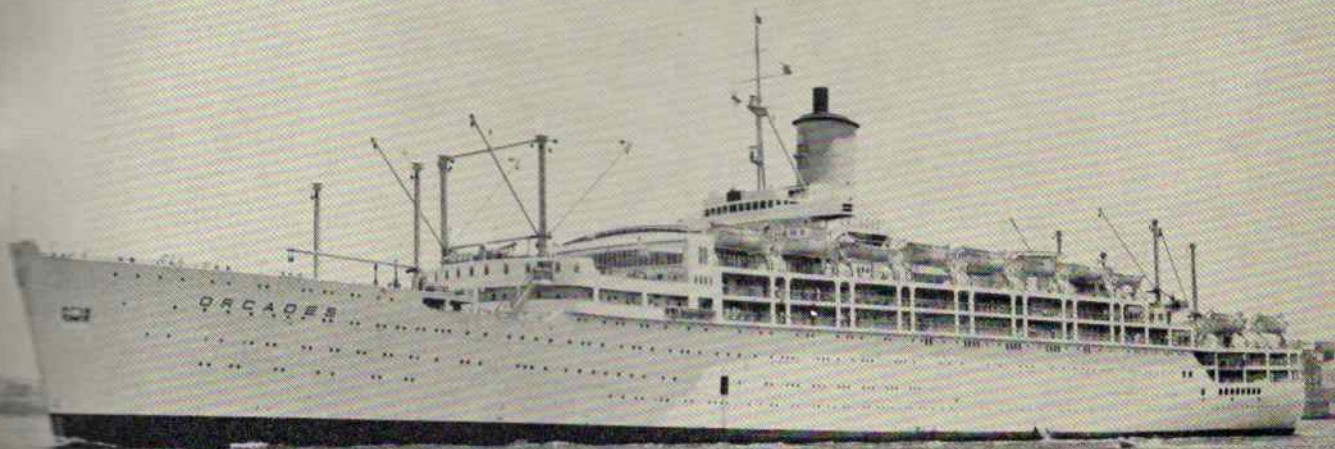
"Hunky Dunk", otherwise known as Major C. V. Petit, Editorial representative of the *Chief Steward and Ship Stores' Gazette*, who has often contributed to *About Ourselves* in the past, has kindly sent me this seasonal story which took place many years ago aboard the former BISN Co. vessel *Mulbera*.

Orcades (3)

Her keel was laid only a month after the end of the 2nd world war and like six of the seven inter-war liners of the Orient Line, she was built by Vickers-Armstrongs Ltd at Barrow-in-Furness. Her maiden voyage began on 14 December 1948, and in her 21st year she is now the oldest of the Company's passenger fleet. Her dimensions are 708' 8" (overall length) and 93' 6" extreme breadth and her gross tonnage 28,472.

She was originally designed to carry nearly 800 each in first and tourist but in recent years she has been a one-class carrier and enjoys, with *Himalaya*, the popularity both on cruises and on main line voyages of this class of travel which gives passengers the "run of the ship" at economical rates.

The large vertical funnel topped by a "welsh bonnet", the single tripod mast, and the bridge more amidships, giving her a built-up aircraft carrier look, failed to please the purists.



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